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**South Bay Cities Council of Governments
Infrastructure Working Group (IWG) - March 8th, 2023**

Attendees : William Mendoza (Gardena); Carla Dillon (Lomita); Erick Lee, Helen Shi, Erik Zandvliet, Katie Doherty (Manhattan Beach); Andrew Winje (Redondo Beach); Beth Overstreet (Torrance); Jacki Bacharach, David Leger, Steve Lantz (SBCCOG); Maggie Cheung, Nicole Mi, Bruce Perelman, Kent Tsujii (LA County DPW); Nemrata Sen (Caltrans); Ed Alegre (Metro); Constance Turner (SCE); Yukio Gotoh, Brian Swords (GEO Search)

- I. **Approval of February 8, 2023, IWG Meeting Notes** – Mr. Winje called the meeting to order at 12:02 pm. The February 8, 2023 meeting notes were approved without objection.

- II. **Agency & Other Update Reports**

- a) SBCCOG: Mr. Leger shared that the SBCCOG’s General Assembly will be Thurs. 3/23 at 9 am at the Carson Community Center. The theme will be: “The South Bay Leading the Way in Resilience and Adaptability.” It will touch on impacts of climate change on the reliability of water sources and electric grid reliability and will highlight South Bay efforts to become a more resilient subregion.

Mr. Leger also shared the West Basin MWD budget workshop info with group that is available at the following link: https://southbaycities.org/wp-content/uploads/2022/12/HANDOUT_West-Basin-Budget-Workshop-info.pdf

Ms. Bacharach reported that the SBCCOG is holding interviews with proposers for the LATA Grant RFP which aims to design connections to businesses in areas of the South Bay. This grant will design the project with hopes of securing a subsequent grant to construct it.

Ms. Bacharach also shared that the City of Inglewood is requesting the SBCCOG de-obligate Measure M Sub-Regional Equity Program funds from the Centinela Grade Separation project and put that funding towards a “backstop” for the Inglewood Transit Connector project instead. The grade separation project is at least \$100M over budget and construction would interfere with the ITC. The backstop is contingency funds above the regular contingency budget and would help secure other funding for construction. She clarified though that the funds were provided to a project, not a city, so the Transportation Committee will be discussing the request in more detail in April.

- 1) Local Travel Network Updates: Mr. Leger shared a brief update on LTN deliverables, and applications for implementation. SBCCOG staff is also discussing a pilot project within the City of El Segundo. The SBCCOG also submitted an application to Caltrans’ Sustainability Planning Grant program for funds to plan “Local Use Vehicle” lanes and community outreach events.
- b) L.A. County DPW – South Bay Traffic Forum Update: Mr. Perelman reminded the group that DPW is reorganizing with a goal of delivering projects in a more timely manner. DPW is exploring new reporting mechanisms and provided an example of what the new reports will look like. The report shares similar information as previously. The report will likely be reiterated over the next several months to provide the most relevant information. The full report is available online here: https://southbaycities.org/wp-content/uploads/2022/12/HANDOUT_LACDPW-Project-Updates-March-2023.pdf
- c) L.A. Metro Updates –
 - 1) ITS Program: Mr. Alegre shared that some Measure R/M lead agencies have reached out for time extensions on funding agreements. He shared that no-cost time extensions don’t have to go back to the Metro Board for approval, so submitting a letter to the project manager is sufficient to begin the process. Mr. Alegre also reported that the IEN, previously managed by LA

County is transitioning to RIITs. The IEN is currently offline due to a security issue, but Metro is working with all the relevant parties to get it up and running via RIITS. This change will also benefit the I-105 ICM project.

- 2) LA Metro Board Actions: Mr. Lantz reported that Metro has been focusing on ridership and safety. The Metro Board also adopted a revised Measure M 3% local contribution policy for rail projects. Details are available here: <https://boardagendas.metro.net/board-report/2022-0828/>
- 3) Metro TAC & Streets and Freeways: No TAC updates provided. Mr. Zandvliet began by noting an alternate appointee is still needed. Alternates are more important now as a majority of voting members have to be present in person at Metro headquarters for a quorum. Metro is allowing for remote meeting locations. The SBCCOG offices may be able to provide a remote meeting location in the South Bay for those meetings. At the February meeting, the subcommittee discussed several funding programs including Clean California Local Grants Cycle 2 (due April 28th); ATP Cycle 2 statewide awards were made to 67 projects, totaling \$852M. Metro will be exploring their own VMT mitigation program for their highway projects.

- d) Caltrans South Bay Projects: No update provided. A written update was submitted and is available here: https://southbaycities.org/wp-content/uploads/2022/12/HANDOUT_Caltrans-Updates-March-2023.pdf

- III. **C Line (Green) Extension to Torrance Draft EIR & SBCCOG Comment Letter:** Mr. Lantz provided a brief overview of the DEIR process, the alternatives being considered, and next steps. Ms. Bacharach added that the SBCCOG will be holding a joint Transportation-Steering Committee meeting on Monday with a presentation by the Metro team. The memo and draft letter are available here: https://southbaycities.org/wp-content/uploads/2022/12/HANDOUT_March-Transp.-Comm.-Attachment-F-3.23-Green-Line-To-Torrance-Draft-EIR-Letter-Comments-Questions.pdf
- IV. **Measure M MSP Annual Program Update Process:** Mr. Leger reported that the requests for additional funding were approved by the SBCCOG Board in February and were transmitted to Metro. Metro will be reviewing the requests as part of their annual process in September. Funding recommendations for new project requests will be brought back in April.
- V. **Spotlight Presentation: Sub-surface cavity detection and utility mapping technology:** Mr. Gotoh and Mr. Swords presented on a microwave-based ground penetrating radar technology pioneered by GEO Search, a Japanese company that has just established its US offices in Torrance. The company is doing pilot demonstrations with the State and did initial work in the City of Lomita. The technology allows a GPR device mounted to a van travelling at speed to map underground cavities and utilities with high accuracy. More detail is available in the presentation here: https://southbaycities.org/wp-content/uploads/2023/03/PRESENTATION_GEO-Search.pdf
- VI. **SBCCOG Transportation Report covering February 2023:** received and filed.
- VII. **3-Month Look Ahead:** received and filed.
- VIII. **Announcements / Adjournment:** Mr. Winje adjourned the meeting at 1:17pm. *Next meeting April 12th (Public)*

To propose an item for the next meeting agenda, e-mail to DavidL@southbaycities.org no later than March 30th

Meeting notes prepared by David Leger, SBCCOG Senior Program Manager

South Bay Cities Council of Governments

April 5, 2023

TO: SBCCOG Transit Operators Working Group (4/6/23 meeting)
SBCCOG Transportation Committee (4/10/23 meeting)
SBCCOG Infrastructure Working Group (4/12/23 meeting)
SBCCOG Board of Directors (4/27/23 meeting)

FROM: Jacki Bacharach, SBCCOG Executive Director
Steve Lantz, SBCCOG Transportation Director

SUBJECT: City of Inglewood request to reallocate Measure M South Bay SEP funds

ISSUE

Now that the Inglewood Transit Connector (ITC) Project is in full predevelopment, and the Centinela Grade Separation (CGS) Project has progressed to a level of planning that allows a more complete understanding of the relative CGS and ITC project benefits, costs and impacts, the City of Inglewood (City) submitted a motion and letter template at the March 23, 2023 Transportation Committee meeting which requested that SBCCOG support the City's request for Metro to suspend the CGS project and re-allocate SEP funding from the CGS project to the ITC project, provided that the City receives the full funding grant agreement from the FTA. The City further requests that should the ITC not move forward, the SEP would remain available for the Centinela Grade Separation Project to address specific traffic congestion challenges within the City.

The motion is also asking the SBCCOG to work with the City and the ITC Joint Powers Authority to ensure there is a sufficient "backstop" consistent with FTA requirements necessary to advance the ITC Project in a timely manner.

The item was tabled to the April meeting cycle to allow consideration by the relevant committees and the SBCCOG Board of Directors. (See Exhibit A, Inglewood PowerPoint Presentation, Draft Motion and Metro Letter template).

BACKGROUND

The estimated cost of the Centinela Grade Separation (CGS) project has grown to more than \$300 million. In addition, the updated CGS construction will conflict with construction of the Inglewood Transit Connector (ITC) station that is adjacent to the Crenshaw LAX(CLAX) Line Downtown Inglewood station.

The \$1.75-\$1.85 billion ITC Project has made significant strides over the past year, having received compliance with the California Environmental Quality Act and having secured more than \$750 million in local, state, and federal funds. The funding that has been secured is anticipated to provide the non-federal match needed to be awarded a federal Capital Investment Grant, administered by the Federal Transit Administration (FTA) which, with the already committed funds, is anticipated to fully fund the Project.

The City and Metro have formed a Joint Powers Authority (JPA) that is solely dedicated to overseeing the design, construction, financing, operation, and maintenance of the ITC project. Acting in cooperation with the JPA, the City has prequalified 3 developer teams that are anticipated to formally bid on the project, with a final Request for Proposals set to be released at the beginning of April 2023. The City anticipates approval to enter the engineering phase of the project this Spring. The City and JPA are working aggressively to maintain this project schedule in order to begin construction in early 2024 and complete construction and 6 months of pre-revenue-service testing of the ITC Project in early 2028, with the goal of providing service for the 2028 Olympic and Paralympic Games.

The ITC project team recently engaged with the FTA in a detailed risk assessment workshop during which the FTA reviewed the extensive measures that the team is putting in place to mitigate the risk of cost overruns, including a contingency of approximately 25-30% in the project budget. Nevertheless, the JPA, the developer teams, and their financing partners, all seek assurance that there will be sufficient financial resources throughout the design and project construction, including a secondary “backstop” contingency reserve only to be used if unforeseen circumstances arise that justify additional funding to complete the ITC Project, beyond the contingency that is already allocated within the project budget.

SOUTH BAY FUNDING AVAILABILITY

The City is requesting that the SBCCOG reserve all available South Bay SEP funding as the “backstop” funding source beginning in FY 2023/24. The Metro Long Range Transportation Program allocates \$130 million (\$2015) of SEP funds between 2043 and 2057 for the Centinela Grade Separation project. Since reserving SEP funds as a “backstop” does not constitute an expenditure of the funds, the exact amount available will not be known until the year of expenditure of the SEP funds is determined and an appropriate discount of the FY 2043 \$130 million SEP fund can be calculated to reflect year-of-expenditure funding levels.

If the SEP accumulates through 2043, Metro staff estimates it will grow to \$316.2 million. However, Metro policy allows consideration of accelerating the available funds at a discounted rate of 4.5% per year of acceleration of the future SEP allocations. If the \$316.2 million scheduled in FY 2043 were accelerated to FY 2024, the \$316.2 million would be discounted to \$101.3 million.

In April 2020, the SBCCOG was asked by Metro to contribute SEP funds for a \$90 million cost overrun on the CLAX line construction costs. The SBCCOG Board supported commitment of its proportionate share (currently estimated to be \$22 million) with the following conditions:

1. 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 balance of the \$90 million overrun from [non-subregional sources or] from the Central Area Subregion and Westside Subregion SEP funds or from City of Los Angeles local funding sources;
2. This contribution share constitutes a one-time contribution on the condition that no further requests for additional South Bay sub-regional funding for the Crenshaw/LAX line will be sought by Metro; and,
3. Consistent with [Metro’s] commitment to Metro Chair and Inglewood Mayor James Butts, the SEP contribution to the Crenshaw/LAX cost overrun is contingent on Metro staff recommending a full-funding strategy and implementation timeline for the Centinela Grade

Separation project by June 2020 that includes, at a maximum, the remaining balance of the South Bay SEP funding.

To date, the City of Los Angeles has not committed its proportionate share of the \$90 million overrun. In addition, Metro did not provide a CGS full-funding strategy and implementation timeline by June 2020. Metro has transferred the \$22 million out of the SBCCOG SEP account. SBCCOG staff believes that the contingent commitment of \$22 million in South Bay SEP funding should be returned to the SBCCOG based on the City of L. A. and Metro's failure to meet the contingencies noted in the SBCCOG April 2020 support letter.

Metro staff estimates that there will be \$5.5 million in the Measure M SEP sales tax account by 2028. Metro has allocated the \$5.5 million for projects to be approved by the SBCCOG. The SBCCOG could allocate this to the ITC but Metro would need to agree to finance the balance of any SEP commitments beyond the \$5.5 million.

Measure M South Bay SEP funds are currently the only South Bay Measure M funding source that can be used for transit or highway projects. The Measure M South Bay Highway Operational Improvements Program and the two Multi-Year Subregional Programs are restricted by the Measure M Ordinance for highway projects at least until 2028 when the first Decennial Review of the Measure M program is available.

ADDITIONAL CONSIDERATIONS

1. Because initially all the Measure M SEP funds were allocated to the Centinela Grade Separation Project, there was no discussion of guidelines for these funds. For Measure R funds, the SBCCOG has a policy not to fund more than \$250 million for any project. At this point in time, the SBCCOG has already allocated \$233.7 million in Measure R funds to the ITC project. But as stated, there is currently no such restriction on capping SEP funds.
2. The SBCCOG allocations are for projects, not jurisdictions. The request by the City that the funding be available for either the ITC or the Centinela Grade Separation project at the City's discretion is in conflict with our policy and practice. Furthermore, the City has stated in its motion (attached) that the Centinela Grade Separation project cost now exceeds \$300 million. Therefore, before the SBCCOG reserves those funds for this project and they are unavailable to other SBCCOG cities, the City should have a funding plan which indicates how the Centinela Grade Separation project can be funded at a cost of \$300 million.

SUMMARY

Of the \$101.3 million available in 2024 SEP funds, with the \$22 million used for the CLAX overrun and the \$5.5 million available for other projects, the amount available from uncommitted Measure M SEP funds is \$79.3 million.

Options for the SBCCOG Board include:

1. Support all or some of the available SEP cash and future SEP-backed bond proceeds should Metro agree to the financing for the ITC "backstop" contingency reserve, or
2. Reserve SEP funding for a more-general Measure M SEP project contingency reserve that would be available to the ITC "backstop" and any other SEP-eligible Measure M highway or transit project, or
3. Receive and file this report and take no action.

Should the Board agree to allocate any or all of the funds for the ITC backstop, it should do so with the written commitment from the City of Inglewood and the ITC JPA that all remaining funds not used for the “backstop” would return to the SBCCOG no later than June 2028 or the City and ITC JPA can request an extension at that time.

RECOMMENDATIONS:

1. The Board should support suspension of the Centinela Grade Separation project as the city no longer wants to move forward with the project at this time and the funds should be returned to the SBCCOG for reallocation.
2. The Board should review the SEP funding available and determine if it wants to reallocate the currently available SEP funds, which are approximately \$79.3 million, to the ITC project with the condition that the SBCCOG receives a written commitment from the City of Inglewood and the ITC JPA that the funds are only reserved for this project if the FTA provides a full funding grant agreement. And the written commitment should further include that if the full funding grant agreement is obtained, the SBCCOG has no obligation to fund the CGS project and all remaining funds not used for the ITC “backstop” would return to the SBCCOG no later than June 2028 or the City and ITC JPA can request an extension at that time.
3. Additionally, because contingencies for the SBCCOG contribution to the Crenshaw/LAX cost overrun have not been met, the Board should direct staff to work with Metro to return the \$22 million in SEP funds that Metro has allocated for the South Bay share of the CLAX overrun.
4. When SBCCOG has verified that Metro has returned the \$22 million to the SBCCOG SEP program, the Board should decide at that time whether to allocate these funds to a project or to reserve them in the ITC “backstop”.
5. In the event that the ITC project does not move forward, the City can request that the funding be used for the CSG project accompanied by a plan for how the project will be funded.

TO ASSIST THE DISCUSSION – THE FOLLOWING ARE THE VOTES THAT WILL NEED TO BE TAKEN BASED ON THE RECOMMENDATIONS ABOVE:

1. Suspend Centinela Grade Separation project with funds to be returned to the SBCCOG for reallocation
2. Determine amount of currently available SEP funds.
 - a. Currently, the SBCCOG has \$79.3 million. An additional \$22 million may be returned from Metro but it is not known how soon that will happen
3. Decide whether to allocate the SEP funds to the ITC project “backstop” contingency reserve
 - a. \$79.3 million
 - b. \$22 million should it become available by April 30
 - c. Require written commitment that the funds are only reserved for this project as a “backstop” contingency reserve if the FTA provides a full funding grant agreement. And, if the full funding grant agreement is obtained, all remaining funds not used for the “backstop” would return to the SBCCOG no later than June 2028 or the City and ITC JPA can request an extension at that time.
4. Direct SBCCOG to have Metro return the \$22 million to the SBCCOG for reallocation as soon as possible

5. In the event that the ITC project does not move forward, the City can request that the funding be used for the Centinela Grade Separation project accompanied by a plan for how the project will be fully funded.

Exhibit A

INGLEWOOD MAYOR BUTTS' MOTION

The Inglewood Transit Connector (ITC) Project is poised to address a critical gap in the South Bay's transportation network by connecting the Metro K Line to Kia Forum, Sofi Stadium, Hollywood Park, and the Intuit Dome, as well as to the thousands of units of housing and millions of square feet of commercial space that are coming online and in development which will serve South Bay residents and the region at-large.

In addition to addressing a "first/last" mile gap, the 1.6-mile automated people mover is anticipated to dramatically reduce greenhouse gases through a reduction in millions of vehicle miles traveled and create thousands of construction and permanent jobs and economic investment in a traditionally underserved community.

The Project has made significant strides over the past year, having received compliance with the California Environmental Quality Act and securing \$750 million in local, State and federal funds. The funding that has been secured is anticipated to provide the non-federal match needed to secure a Capital Investment Grant, administered by the Federal Transit Administration (FTA), which collectively, is anticipated to fully fund the Project. The City has been working closely with the FTA to secure this grant and anticipates approval to enter into the engineering phase of the project this Spring.

The City and Metro have partnered to form a Joint Powers Authority (JPA), which is solely dedicated to overseeing the design, construction, financing, operation and maintenance of the ITC Project. Acting in cooperation with the JPA, the City has prequalified 3 developer teams who are anticipated to formally bid on the project, with a final Request for Proposals set to be released at the beginning of April 2023. The City and JPA are working aggressively to maintain this project schedule in order to begin construction in early 2024 and complete the ITC Project in early 2028, with the goal of providing service for the 2028 Olympic and Paralympic Games.

The ITC project team recently engaged with the FTA on a detailed risk assessment workshop during which the FTA reviewed the extensive measures that the team is putting in place to mitigate the risk of cost overruns. Nevertheless, the JPA, the developer teams, and their financing partners, all seek assurances that there will be sufficient financial resources throughout the design and project construction, including a "backstop" in the event that unforeseen circumstances arise that justify additional funding to complete the ITC Project, beyond the approximately 25-30% contingency that is already allocated within the project budget.

The South Bay Cities Council of Government's (COG) Sub-Regional Equity Funds, appropriated at \$130 million, and are currently allocated to the Centinela Grade Separation Project (Centinela Project), with a \$22 million conditional commitment to Crenshaw/LAX Project cost over-runs. The objective in allocating these funds to the Centinela Project was to demonstrate the COG's support for addressing a specific traffic congestion challenge -within the City. This solution predated the concept of the ITC Project. However, now that the ITC Project is in full predevelopment, and the Centinela Project has progressed to a level of planning that allows us to understand the project benefits, costs and impacts, it is clear that the ITC Project will not only have a more regional mobility benefit, but be a more effective solution to address the core objectives for the Centinela Project by significantly reducing vehicle miles traveled and converting drivers that would be using the Centinela and Florence intersection to become transit riders. Furthermore, at an estimated cost of over \$300 million, the Centinela Project now far exceed the amount of funds allocated, and an initial design of the shu-fly component of the Project has exposed that it would significantly interfere with the construction of the ITC Project and adversely impact the feasibility of completing the ITC Project in time to provide passenger service to the 2028 Olympic and Paralympic Games. Given that the ITC Project more effectively addresses the COG's concerns, it is appropriate to reprioritize the funds for this purpose.

WE THEREFORE MOVE THAT THE SBCCOG BOARD OF DIRECTORS:

Approve and send the attached letter to Metro Chief Executive Officer Stephanie Wiggins (CEO) requesting that the South Bay Cities Council of Government Sub-Regional Equity Funds (South Bay Capital Projects Funding), totaling \$130 million, which is currently programmed to the Centinela Grade Separation Program, be re-programmed to prioritize the South Bay Capital Projects Funding for use as a "backstop" for construction of the Inglewood Transit Connector (ITC) Project, and encouraging her to work with the City of Inglewood and the ITC Joint Powers Authority to ensure there is a sufficient backstop necessary to advance the ITC Project in a timely manner.

[DATE]

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

SUBJECT: SBCCOG REQUEST FOR REALLOCATION OF SUBREGIONAL REQUITY PROGRAM FUNDS

Dear Ms. Wiggins:

Thank you for your ongoing efforts to support improvements to the South Bay's mobility network.

We are specifically appreciative of you and your agency's efforts to support the Inglewood Transit Connector (ITC) Project, which is poised to address a critical gap in the South Bay's transit network by connecting the Metro K Line to the Kia Forum, Sofi Stadium, Hollywood Park, and the Intuit Dome, as well as to the thousands of units of housing and millions of square feet of commercial space that are coming online and in development, that will serve South Bay residents and the region at-large. In addition to addressing a "first/last" mile gap, the 1.6-mile automated people mover is anticipated to dramatically reduce greenhouse gases through a reduction in millions of vehicle miles traveled and create thousands of construction and permanent jobs and broader economic investment in a traditionally underserved community.

We appreciate your support of the establishment of a Joint Powers Authority (JPA), established by and between Metro and the City of Inglewood (City) last year, which is solely dedicated to overseeing the design, construction, financing, operation and maintenance of the ITC Project.

The ITC Project has made significant strides over the past year, having received compliance with the California Environmental Quality Act and securing \$750 million in local, State and federal funds. The funding that has been secured is anticipated to provide the non-federal match needed to secure a Capital Investment Grant, administered by the Federal Transit Administration (FTA), which collectively is anticipated to fully fund the Project. The City, in coordination with Metro, and with the support of your Board, has been working closely with the FTA to secure this grant, and anticipates approval to Enter into Engineering on the Project this Spring.

As you know, in cooperation with the JPA, the City has prequalified 3 developer teams who are anticipated to formally bid on the project, with a final Request for Proposals set to be released at the beginning of April 2023. In order to advance the Project, the JPA, the developer teams, and their financing partners, seek assurance that the ITC project has sufficient financial resources, including a backstop in the event that unforeseen circumstances arise that justify additional funding to complete the Project, beyond the approximately 25-30% contingency that is already allocated within the project budget.

The South Bay Cities Council of Government's (COG) Sub-Regional Equity Funds, appropriated at \$130 million, are currently programmed for the Centinela Grade Separation Project (Centinela Project), with a \$22 million conditional commitment to Crenshaw/LAX Project cost over-runs. The objective in allocating these funds to the Centinela Project was to demonstrate the COG's support for addressing a specific traffic congestion challenge -within the City. This solution predated the concept of the ITC Project. However,

now that the ITC Project is in full predevelopment, and the Centinela Project has progressed to a level of planning that allows us to understand the project benefits, costs and impacts, it is clear that the ITC Project will not only have a more regional mobility benefit, but be a more effective solution to address the core objectives for the Centinela Project by significantly reducing vehicle miles traveled and converting drivers that would be using the Centinela and Florence intersection to become transit riders. Furthermore, at an estimated cost of over \$300 million, the Centinela Project now far exceed the amount of funds allocated, and an initial design of the shu-fly component of the Project has exposed that it would significantly interfere with the construction of the ITC Project and adversely impact the feasibility of completing the ITC Project in time to provide passenger service to the 2028 Olympic and Paralympic Games. Given that the ITC Project more effectively addresses the COG's concerns, it is appropriate to reprioritize the funds for this purpose.

On behalf of the COG, I write to request that you take appropriate action to reprogram the \$130 million of Sub-Regional Equity Funds, previously allocated by the COG to Centinela Grade Separation Project, to prioritize the funds as a backstop for construction of the ITC Project.

Given the previous commitment by Metro to support the COG's goals and help identify fully funding for the ITC Project, we also respectfully request that you consider identifying other sources that could potentially be used to fully cover the amount of backstop needed in order to make the project creditworthy and advance it through the procurement process in a timely manner.

Thank you for your attention to this matter.

Sincerely,



Centinela Grade Separation and ITC Project Update

South Bay Cities COG
Transportation Committee
March 2023



The Challenge

While Inglewood's sports & entertainment venues, housing and commercial development have generated thousands of jobs, and billions in economic output for the South Bay Region, mobility and traffic must be addressed.

Approximately 312 events per year at Inglewood's Sports and Entertainment District

- Kia Forum: 17,500 seats
- Sofi Stadium: 72,000 seats
- YouTube Theater: 6,000 seats
- Inuit Dome: 18,000 seats

Major Global Events continue to come to region

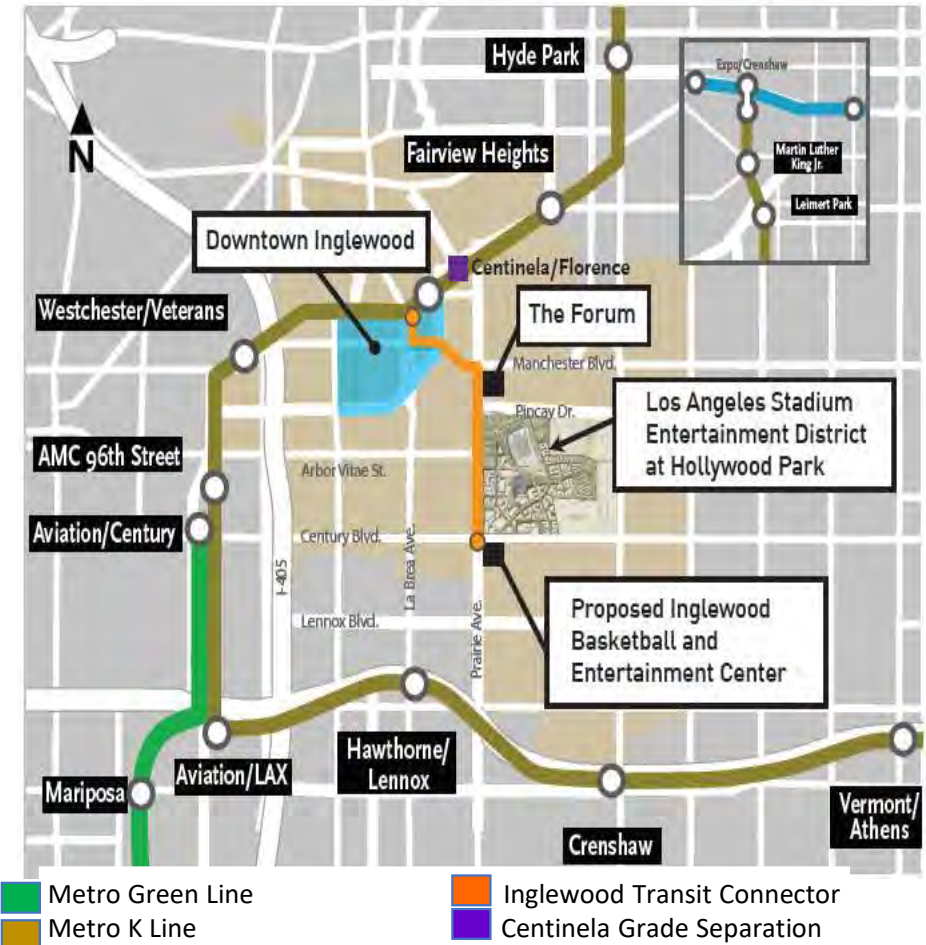
- NFL and NBA Games
- Major concerts
- WrestleMania
- 2026 FIFA World Cup
- 2028 Olympics and Paralympic Games

City is actively working in partnership with COG to develop comprehensive plan to address significant congestion challenges and improve transit ridership and mobility in region.



Centinela Grade Separation Project: Background

- The K Line crosses Centinela Avenue at-grade between the Fairview Heights and Downtown Inglewood stations.
- This rail crossing is within one-quarter mile of the Downtown Inglewood station and about 1.5 miles northwest of the Inglewood Sports and Entertainment District.
- The City and SBCCOG has long identified that **new developments and special events in the District, compounded by operations of the K Line, would create excessive traffic congestion at this location.**
- The Inglewood Transit Connector is within close proximity to Centinela/Florence intersection.



Centinela Grade Separation Project: Milestones

- In 2017, Metro conducted **traffic studies** to determine the need for the grade separation.
- In 2019, the SBCCOG approved the use of **Measure M Sub-regional Equity Funds** (\$130M) to fund the grade separation
- In 2020, the Metro Board initiated an **engineering and design study**, and directed staff to work with Inglewood to develop a Funding and Delivery Strategy.

Grade Separation Status:

- Metro completed draft **30% Plan Set**.
- Ongoing design and utility coordination.
- Coordination with ongoing construction activities including LAWA's APM, Metro K Line, and ITC Projects.



Centinela Grade Separation Project: Shoofly's Impacts

Construction cannot move forward without a shoofly on Centinela.

Traffic impacts while shoofly is in use for 13-14 months:

- Narrowing of Florence Ave.
- Single track operation (extended gate down at all the crossings).

Construction impacts:

- Requiring two shutdowns of K Line.
- Additional utility relocation.
- Extended durations for cutover and tie-in (a total of 12-15 months of bus bridge).
- Extended construction duration.

Key Challenges:

- Project cost increase - costs now estimated at over **\$300 million**.
- **Construction create significant impacts for Inglewood Transit Connector** construction to occur in parallel.



Source: Metro

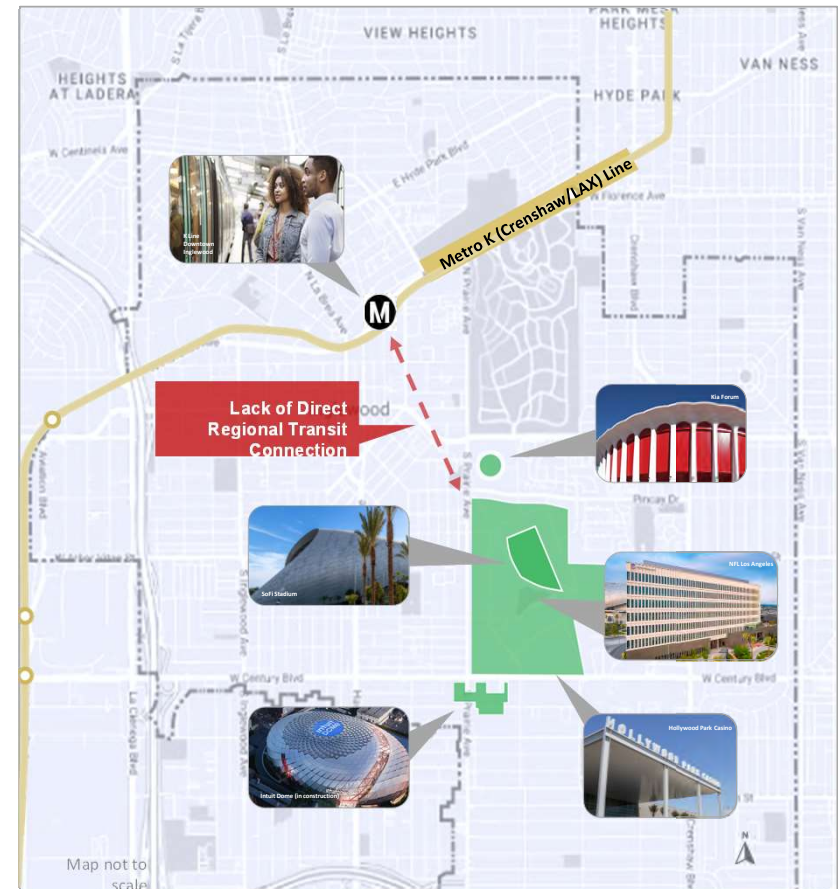
ITC Project is Critical First / Last Mile Transit Connection

LA Metro's K (Crenshaw/LAX) Line provides access to/from the City of Inglewood and the greater LA County region.

However, it is **located 1.6 miles from new transformative investments** including the Kia Forum, SoFi Stadium, Hollywood Park and the Intuit Dome (under construction).

Project Advances Environmental Justice

- More than 90% of area surrounding the Project is designated as a Disadvantaged and Low-Income Community.
- Project will improve air quality by reducing carbon dioxide emission by over ~768k metric tons over the Project lifetime.



ITC Project Only Made Possible with SBCCOG Support

As part of the Measure R Decennial Transfer, SBCCOG unanimously voted to support the ITC along with the following other projects:

- Carson Circuit Fashion Outlet Regional Transit Center
- GTrans Purchase of up to 15 expansion buses
- GTrans Solar Energy Generation/Bus Fueling Infrastructure Project 4.
- Beach Cities Transit: Transit Operations & Maintenance Facility
- Torrance Transit Return of the Red Car Urban Circulator Trolley
- Torrance Transit Expansion Buses
- Torrance Transit Regional Transit Center Parking Structure
- Torrance Transit MicroTransit Expansion of the Torrance Community Transit Program
- Torrance Transit Construction of Heavy-Duty Electric Vehicle Charging Station



The Right Project to Address Regional Mobility Challenges

- The ITC will create a **sustainable** source of transit, in support of **climate change goals**.
- Will **engage a local workforce** under a Community Workforce Agreement and create opportunities for **small and disadvantaged businesses**.
- Invests in a **historically disadvantaged area**.
- Creates a **first-last mile solution** to connect the regional public transit system with key destinations.
- Will have **significant ridership** among patrons and employees to and from venues and local residents.
- Will serve as a **model** when LA is on the **world stage during the 2028 Olympic and Paralympic Games**.



ITC Has Achieved Unprecedented Progress To Date

Environmental

- CEQA Certification complete and related entitlements approved in April 2022 without challenge.
- NEPA Approval in March 2023.

Governance

- Established JPA.
- Negotiating 3rd party agreements.

Funding

- Received \$15M RAISE grant; only 15 selected out of 750 in country.
- Received \$407M in additional TIRCP funds, bringing total to \$765M in non-CIG funds.
- Advancing through FTA process to secure CIG grant.

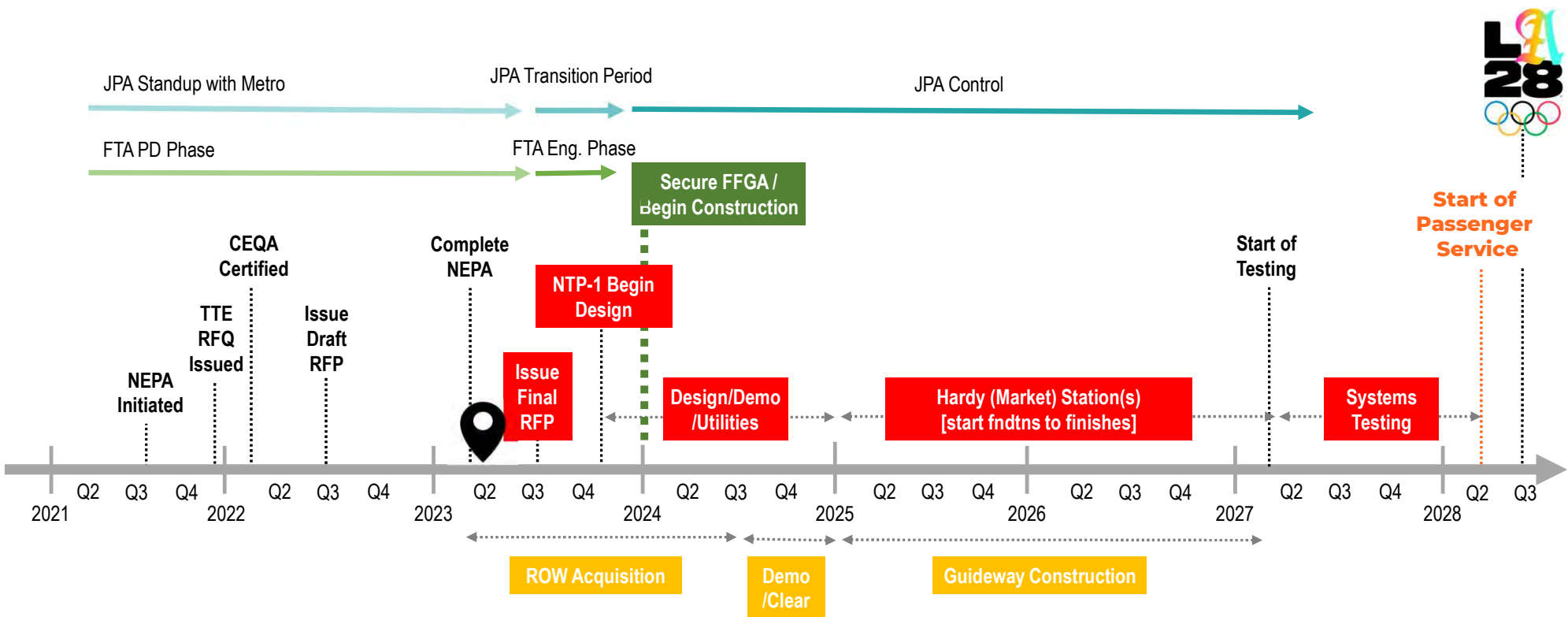
Procurement

- Shortlisted 3 developer teams; volumes of Draft RFP have been released; one-on-one meetings ongoing with developer teams.

Real Estate

- Preparation for Right-of-Way Acquisitions, including Early Acquisition for one station location.
- Prepared Business Relocation Plan and initiated outreach to businesses.


Current ITC Project Schedule



Dates subject to refinement, construction schedule determined by the contractor

ITC Funding Secured to Date

Overall ITC Project Funding Sources	Amount (\$ millions)	Status
Federal		
FTA – Section 5309 Capital Investment Grant	\$975 - \$1,085	UNDERWAY
RAISE Grant	\$15.0	SECURED
Federal Earmark	\$5.0	SECURED
State		
TIRCP – Cycle 4 (Awarded)	\$84.2	SECURED
State Earmark	\$9	SECURED
TIRCP – Cycle 6	\$407	SECURED
Regional /Local, and Private		
LA Metro Measure R Funding	\$233.7	SECURED
Total Overall ITC Project Funding:	\$1,740-\$1,850	



Need for a Backstop to Advance the ITC Project

- The ITC team recently engaged with FTA on a detailed risk assessment workshop; **extensive measures that the team is putting in place to mitigate the risk of cost overruns.**
- Nevertheless, the FTA, JPA, the developer teams, and their financing partners, all **need assurance that there will be sufficient financial resources** throughout construction.
- This **must include a “backstop” in the event that unforeseen circumstances arise, beyond the approximately 25-30% contingency** within the project budget.
- The **Project is at risk of not being able to move forward without this additional funding investment.**



Where We Are Today

- The **South Bay Cities Council of Government's (SBCCOG) Sub-Regional Equity Funds**, appropriated at \$130 million, and are **currently allocated to the Centinela Grade Separation Project**, with a \$22 million conditional commitment to Crenshaw/LAX Project cost over-runs.
- This investment **demonstrated the SBCCOG's support for addressing traffic congestion within the City.**
- **This solution predated the concept of the ITC Project.**
- It is **now clear that the ITC Project, coupled with other components currently being operationalized as part of the City's Mobility Plan, will be a more effective solution** to address the core objectives for the Centinela Project and support the subregions mobility goals.



Motion for South Bay Cities COG Consideration

Request the SBCCOG send a letter to Metro CEO requesting a re-programming of South Bay Cities Council of Governments Sub-Regional Equity Funds to be used as a “backstop”

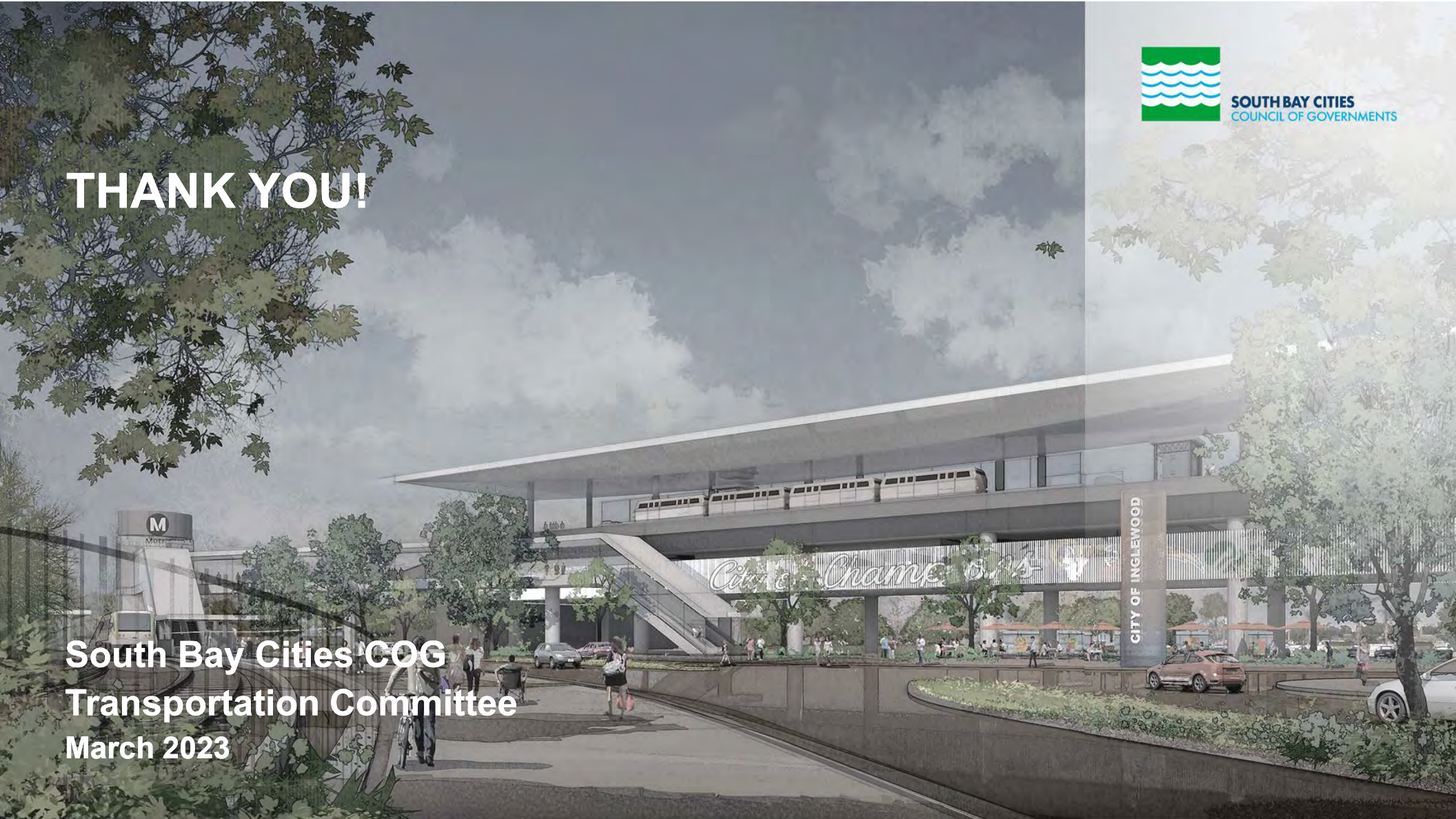
Encourage the CEO to work with the City of Inglewood and the ITC Joint Powers Authority to ensure there is a sufficient backstop necessary to advance the ITC Project in a timely manner.



SOUTH BAY CITIES
COUNCIL OF GOVERNMENTS

THANK YOU!

**South Bay Cities COG
Transportation Committee
March 2023**



Centinela Grade Separation Project: Background

- US Senators Dianne Feinstein and Alex Padilla
- US Congresswoman Maxine Waters
- CA State Senators Steven Bradford, Sydney Kamlager-Dove, and Ben Allen
- CA State Assemblymember Isaac Bryan
- Los Angeles County Supervisors Janice Hahn, Hilda Solis, and Holly Mitchell
- City of Los Angeles Council Resolution; City of El Segundo, Mayor Drew Boyles; City of Torrance, City of Carson, Councilmember and former Mayor Pro Tempore Cedric L. Hicks Sr.
- Inglewood Unified School District; The Miracle Theatre; Hollywood Park
- Los Angeles Conservancy
- Los Angeles Rams and Chargers, Stadco Stadium
- Metro Chief Executive Officer, Stephanie Wiggins
- 2028 Summer Olympics Committee, Casey Wasserman
- Caltrans, Los Angeles Department of Transportation, Los Angeles World Airports, South Coast Air Quality Management District, South Bay Cities Council of Government, Southern CA Association of Governments, UCLA
- LA/OC Building Trades, Southwest Regional Council of Carpenters, Coalition for Clean Air, MoveLA, Los Angeles Cleantech Incubator, and other labor groups, environmental groups, transit advocates, and city stakeholders including homeowner associations, block clubs and local church organizations



Project will Create Jobs & Economic Benefits

Job Creation Benefits

- ~500-700 construction workforce jobs, and ~150 full-time jobs for O&M.
- +~10,000 indirect jobs supported by Project budget.
- 38,326 new jobs by 2040 within a half mile of the ITC Project's stations.

Los Angeles Economic Development Corporation (LAEDC) Report confirmed indirect and induced economic benefits including:

- Over 11,000 construction jobs; \$822M labor income throughout County.
- Over \$260M local, state and federal taxes collected as result of ITC.
- Ridership generates \$400M in economic output – ridership and visitor spending in the City.

DBFOM developer will be required to comply with a project-specific Community Workforce Agreement

- City will require 35% local hire and 20% apprentice workers.
- CWA with LA/OC Building Trades before City Council on May 17, 2022.



Project Addresses Climate Change and Equitable Access to Transit

Projected Annual Transit Ridership

Year	Total Ridership*
2027	4.2 million
2057	5.8 million

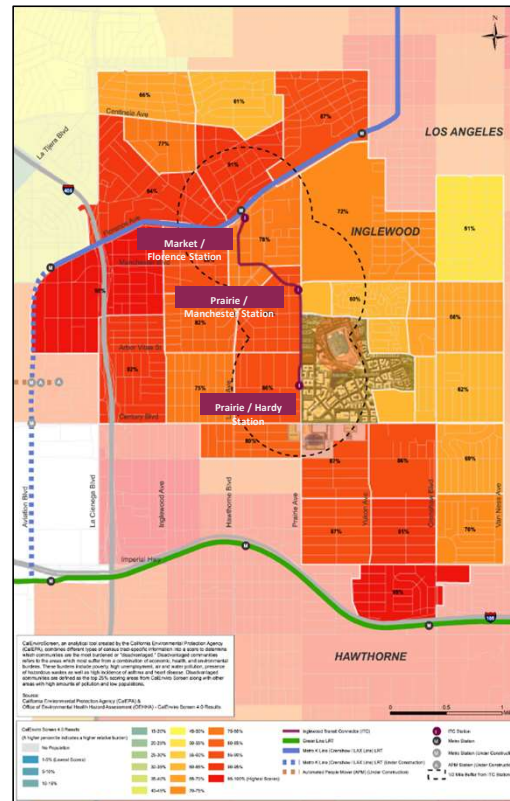
Projected Reduction of Annual Vehicle Miles Traveled

Year	Total VMT Reduction
2027	32 million
2057	53 million

Annual GHG Emission Reductions

Year	GHG Emission Reductions (MTCO ₂ e)
2057	605,000

Source: RAISE grant application



CalEnviroScreen Percentile in the ITC Project Service Area

Environmental Justice

- More than 90% of area surrounding the Project is designated as a Disadvantaged and Low-Income Community.
- Project will improve air quality by reducing carbon dioxide emission by over ~768k metric tons over the Project lifetime.

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South Bay Cities Council of Governments

April 6, 2023

Attachment D

To: SBCCOG Transit Operators Working Group (4/6/23 meeting)
SBCCOG Transportation Committee (4/10/23 meeting)
SBCCOG Infrastructure Working Group (4/12/23 meeting)
SBCCOG Board of Directors (4/27/23 meeting)

From: Jacki Bacharach, Executive Director
Steve Lantz, Transportation Director

Re: FY 23-24 Measure M Multi-Year Sub-Regional Programs Annual Program Update & Measure R South Bay Transit Investment Programs Annual Program Update

BACKGROUND

L. A. Metro contracts with the SBCCOG to administer two South Bay Measure R Programs and four Measure M Programs. Measure R includes the South Bay Highway Program (SBHP), funded through the Highway sub-fund and the South Bay Transit Investment Program (SBTIP), funded through the Transit sub-fund. Measure M includes three South Bay multi-year sub-regional programs funded within the Highway sub-fund: the Highway Operational Improvements Program (HOIP), two Transportation System Mobility Improvement Programs (TSMIP I and TSMIP II). Measure M also includes a fourth program, the Sub-Regional Equity Program (SEP). The SBCCOG approves projects funded through the SEP but does not administer annual program updates for the SEP.

The Measure M Ordinance restricts use of funding available within each category to the annual amounts programmed in the Measure M Expenditure Plan. A Metro Acceleration Policy allows SEP funds to be advanced with a 4.5% annual discount from the years the SEP is programmed in the Metro Long Range Transportation Plan (2043-2057) to the year that the funds will be expended.

The SBCCOG's Annual Program Update includes an estimate of the annual funding needed to reimburse project expenses over the upcoming fiscal years. Most projects can be completed within five years, but some projects with complex environmental, design, or right of way phases may take longer. Metro has also transitioned to programming funds on a project phase-by-phase basis. The funding needed beyond five years for the more complex projects or for future project phases is added in subsequent annual program updates.

In February 2023, the SBCCOG Board of Directors approved requests for additional funding for existing Measure R and Measure M projects. Due to limited funding availability, no new projects were solicited under the Measure R programs. New project requests for Measure M projects were accepted and were reviewed after existing project needs were accommodated. This item recommends funding allocations for new projects requested by South Bay eligible lead agencies for Measure M funding as well as cashflow timing adjustments (no additional funding) for existing Measure R SBTIP and Measure M MSP projects.

In January 2023, SBCCOG staff received seventeen (17) applications for new Measure M projects. Upon reviewing the submissions and in keeping with Metro’s phased programming, SBCCOG staff is recommending a total of \$27,459,400 in Measure M MSP funding for new Measure M projects which brings the 4-year total to \$156.5 million. The following new projects are recommended:

NEW PROJECTS:

- **City of Carson: \$5,256,700 in MM TSMIP funds for Bike Lane Installation Project on Carson St, Figueroa St, Main St, Victoria St.** This is a new project request to fund the Construction phase.
- **City of Carson: \$5,384,000 in MM TSMIP funds for Bike Lane Installation Project on 223rd St, Avalon Bl, Central Ave, Del Amo Bl, University Dr.** This is a new project request to fund the construction phase.
- **City of El Segundo: \$925,000 in MM TSMIP funds for Implementation of the South Bay Local Travel Network in El Segundo.** This is a new project request to fund the PS&E and construction phases. Due to the short project schedule and small total project costs, SBCCOG staff is recommending funding for all phases.
- **County of Los Angeles: \$1,206,000 in MM TSMIP funds for Lennox Vision Zero Traffic Enhancements.** This is a new project request to fund the PAED and PS&E phases. In keeping with Metro’s phased funding approach, SBCCOG staff is recommending funding for the PAED and PS&E phases only. Construction funding can be requested as part of a future annual update process.
- **City of Manhattan Beach: \$500,000 in MM TSMIP funds for Highland Ave Corridor Improvements.** This is a new project request to fund the construction PAED and PS&E phases. In keeping with Metro’s phased funding approach, SBCCOG staff is recommending funding for the PAED and PS&E phases only. Construction funding can be requested as part of a future annual update process.
- **City of Manhattan Beach: \$1,200,000 in MM TSMIP funds for Implementation of the South Bay Local Travel Network in Manhattan Beach.** This is a new project request to fund the PS&E and construction phases. Due to the short project schedule and small total project costs, SBCCOG staff is recommending funding for all phases. *Note: this is a conditional approval and would be recommended to Metro upon City Council approval/incorporation of the LTN into the City’s CIP before Metro Board action.*
- **City of Redondo Beach: \$1,500,000 in MM TSMIP funds for Pedestrian Enhancements on Aviation Bl.** This is a new project request to fund the PS&E and construction phases. Due to the project schedule, SBCCOG staff is recommending funding for all phases.
- **City of Redondo Beach: \$4,000,000 in MM TSMIP funds for Riviera Village Pedestrian and Multi-Modal Enhancements.** This is a new project request to fund PAED and PS&E phases. In keeping with Metro’s phased funding approach, SBCCOG staff is recommending funding for the PAED & PS&E phases only. Construction funding can be requested as part of a future annual update process.

- **City of Redondo Beach: \$1,272,700 in MM TSMIP funds for Implementation of the South Bay Local Travel Network in Redondo Beach.** This is a new project request to fund the PS&E and construction phases. Due to the project schedule, SBCCOG staff is recommending funding for all phases.
- **Metro: \$500,000 in MM TSMIP funds for RIITS Network Enhancements.** This is a new project request to fund the construction phase. *Note: This project will connect two LA City projects to Metro's RIITS network via the SBFN. Funding for this project is being de-obligated from the LA City projects and put towards a new Metro-led project to allow Metro to complete the RIITS enhancements. There is no net increase in total funding, but a new project is being created and therefore requires SBCCOG Board action.*
- **City of Hawthorne: \$400,000 in MM HOIP funds for Jack Northrop Ave Improvements.** This is a new project request to fund PAED and PS&E phases. In keeping with Metro's phased funding approach, SBCCOG staff is recommending funding for the PAED & PS&E phases only. Construction funding can be requested as part of a future annual update process.
- **City of Hawthorne: \$200,000 in MM HOIP funds for Van Ness Ave Improvements.** This is a new project request to fund PAED and PS&E phases. In keeping with Metro's phased funding approach, SBCCOG staff is recommending funding for the PAED & PS&E phases only. Construction funding can be requested as part of a future annual update process.
- **City of Hawthorne: \$200,000 in MM HOIP funds for 135th St Improvements.** This is a new project request to fund PAED and PS&E phases. In keeping with Metro's phased funding approach, SBCCOG staff is recommending funding for the PAED & PS&E phases only. Construction funding can be requested as part of a future annual update process.
- **City of Hawthorne: \$150,000 in MM HOIP funds for Inglewood Ave Improvements.** This is a new project request to fund PAED and PS&E phases. In keeping with Metro's phased funding approach, SBCCOG staff is recommending funding for the PAED & PS&E phases only. Construction funding can be requested as part of a future annual update process.
- **County of Los Angeles: \$2,130,000 in MM HOIP funds for Advanced Traffic Control Upgrades.** This is a new project request to fund the PAED, PS&E, and construction phases. Due to the construction schedule, SBCCOG staff is recommending funding for all phases.
- **City of Redondo Beach: \$160,000 in MM HOIP funds for Advanced Traffic Signal System on Aviation Bl.** This is a new project request to fund the PS&E phase. Construction funding can be requested as part of a future annual update process.

- **City of Redondo Beach: \$2,475,000 in MM HOIP funds for Traffic Signal Communications and Network System Phase 2.** This is a new project request to fund PAED and PS&E phases. In keeping with Metro’s phased funding approach, SBCCOG staff is recommending funding for the PAED & PS&E phases only. Construction funding can be requested as part of a future annual update process. Initial total project estimate is above local match threshold of \$20,000,000 and will require a local match during the construction phase.

SBCCOG staff also received two requests from the City of Los Angeles to de-obligate \$250,000 in MM MSP funds each from MM5508.02 and MM5508.03. In February 2023, the SBCCOG Board of Directors approved \$15,209,223 in additional funding for existing projects. Upon incorporating the previously approved additional funding, de-obligation requests, and new project requests, this item recommends a total of \$42,168,623 in additional Measure M MSP funds for new and existing projects as part of the FY23-24 Annual Program Update.

Exhibit 1 includes the program of projects for each Measure M MSP and provides information on prior funding allocation, prior funding programmed, recommended allocation changes, and recommended total allocation for each project. Exhibit 2 includes an updated Measure R SBTIP project list with cashflow adjustments.

Subsequent to SBCCOG Board action, the Measure M MSP Annual Program Update will be transmitted to Metro for their staff review of project eligibility. If Metro staff identifies any eligibility concerns, those concerns will be provided to SBCCOG and Lead Agency staff. Metro is expected to act on the item in September 2023.

RECOMMENDATION

Recommend SBCCOG Board of Directors approve the FY23-24 Measure M MSP Annual Program Update.

Attachment:

Exhibit 1 – FY 2023-24 Funding allocations for Measure M MSP active projects and new project applications

Exhibit 2- FY 2023-24 Funding allocations for Measure R SBTIP active projects

South Bay Multi-Year Subregional Plan - Transportation System & Mobility Improvements Program 1 (Expenditure Line 50)				3/30/23							Exhibit 1			
Lead Agency	Project No.	Project Description	Funding Phases	Notes	Prior Allocation	Recommended Alloc Change	Recommended Current Allocation	Prior Year Program	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	
SBCCOG	MM5502.01	MSP Administration	Administration		\$92,095		\$92,095	\$92,095						
SBCCOG	MM5502.02	Planning Activities for Local Travel Network	Planning		\$81,843		\$81,843	\$81,843						
1	Inglewood	MM5502.02	ITS (Gap) Closure Improvements	Construction	\$13,500,000		\$13,500,000	\$13,500,000						
2	Inglewood	MM5502.03	Inglewood Intermodal Transit/Park and Ride Facility	PAED, PS&E, Construction	\$4,933,310		\$4,933,310	\$4,933,310						
3	Inglewood	MM5502.09	Prairie Ave Dynamic Lane Control System	PS&E, Construction	\$13,120,000		\$13,120,000	\$13,120,000						
4	LA City	MM4601.01	San Pedro Pedestrian Improvements	PAED, PS&E, Construction	\$7,245,710		\$7,245,710	\$398,606	\$809,013	\$3,372,445	\$2,665,646			
5	LA City	MM4601.02	Wilmington Neighborhood Street Improvements	PAED, PS&E, Construction	\$3,000,600		\$3,000,600	\$362,573	\$2,638,027					
6	LA City	MM4601.03	Avalon Promenade and Gateway	Construction	\$10,207,400		\$10,207,400	\$0		\$3,157,400	\$5,880,000	\$1,170,000		
7	LA County	MM5502.04	182nd St / Albertoni St Traffic Signal Synchronization Program	PAED, PS&E, Construction	\$4,228,500		\$4,228,500	\$0	\$200,000	\$370,000	\$380,000	\$3,278,500		
8	LA County	MM5502.06	Van Ness Traffic Signal Synchronization Program	PAED, PS&E, Construction	\$1,702,000		\$1,702,000	\$0	\$80,000	\$135,000	\$320,000	\$1,167,000		
9	LA County	MM5502.07	Del Amo Blvd (East) Traffic Signal Synchronization Program	PAED, PS&E, Construction	\$1,324,500		\$1,324,500	\$0	\$70,000	\$110,000	\$280,000	\$864,500		
10	LA County	MM4601.04	Westmont / West Athens Pedestrian Improvements	PAED, PS&E, Construction	\$6,682,000		\$6,682,000	\$306,000	\$942,400	\$831,809	\$3,660,000	\$941,791		
11	LA County	MM4601.06	El Camino Village Traffic and Pedestrian Safety Enhancements	PAED, PS&E	\$1,038,000		\$1,038,000	\$0	\$114,000	\$264,000	\$264,000	\$396,000		
12	SBCCOG	MM5502.05	South Bay Fiber Network	Construction	\$6,889,365		\$6,889,365	\$6,889,365						
13	Torrance	MM4601.05	Torrance Schools Safety and Accessibility Program	PS&E, Construction	\$7,185,000		\$7,185,000	\$4,297,300	\$730,500	\$2,157,200				
14	Torrance	MM5502.11	Torrance Fiber Network and Traffic Signal Optimization	PS&E	\$1,050,000		\$1,050,000	\$0	\$70,000	\$980,000				
15	Torrance	MM4601.07	Transportation Open Space Corridor Multi-Use Trail	PAED, PS&E	\$650,000		\$650,000	\$0	\$650,000					
16	Torrance	MM4601.08	Torrance School Safety and Accessibility Program (Phase 2)	PS&E, Construction	\$10,372,609		\$10,372,609	\$0	\$768,600	\$9,604,009				
17	Rolling Hills Estates	MM5502.08	Palos Verdes Drive North at Dapplegray School	PAED, PS&E, ROW, Construction	\$2,880,252		\$2,880,252	\$114,300	\$1,581,802	\$1,184,150				
	Carson		Bike Lane Installation - Carson St, Figueroa St, Main St, Victoria St	Construction	NEW	\$0	\$5,256,700	\$5,256,700	\$0	\$1,056,700	\$3,000,000	\$1,200,000		
	Carson		Bike Lane Installation - 223rd St, Avalon Bl, Central Ave, Del Amo Bl, Uiveristy Dr	Construction	NEW	\$0	\$5,384,000	\$5,384,000	\$0	\$884,400	\$3,500,000	\$1,000,000		
	El Segundo		South Bay Local Travel Network in El Segundo	PS&E, Construction	NEW	\$0	\$925,000	\$925,000	\$0	\$925,000				
	LA County		Lennox Vision Zero Traffic Enhancements	PAED, PS&E	NEW	\$0	\$1,206,000	\$1,206,000	\$0	\$179,000	\$300,000	\$300,000	\$427,000	
	Manhattan Beach		Highland Ave Corridor Improvements	PAED, PS&E	NEW	\$0	\$500,000	\$500,000	\$0	\$50,000	\$450,000			
	Manhattan Beach		South Bay Local Travel Network in Manhattan Beach	PS&E, Construction	NEW	\$0	\$1,200,000	\$1,200,000	\$0		\$100,000	\$1,100,000		
	Redondo Beach		Pedestrian Enhancements on Aviation Bl	PS&E, Construction	NEW	\$0	\$1,500,000	\$1,500,000	\$0		\$125,000	\$687,500	\$687,500	
	Redondo Beach		Riviera Village Pedestrian and Multi-Modal Enhancements	PAED, PS&E	NEW	\$0	\$4,000,000	\$4,000,000	\$0		\$1,500,000	\$2,000,000	\$500,000	
	Redondo Beach		South Bay Local Travel Network in Redondo Beach	PS&E, Construction	NEW	\$0	\$1,272,700	\$1,272,700	\$0		\$78,320	\$1,194,380		
TSMIP 1 TOTAL PROGRAMMING AMOUNT						\$96,009,246	\$21,244,400	\$117,253,646	\$43,921,454	\$8,654,342	\$25,261,113	\$22,502,966	\$15,299,671	\$1,614,500

South Bay Multi-Year Subregional Plan - South Bay Highway Operation Improvements (Expenditure Line 63)													
Lead Agency	Project No.	Project Description	Funding Phases	Notes	Prior Allocation	Recommended Alloc Change	Recommended Current Allocation	Prior Year Program	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27
SBCCOG	MM5502.01	MSP Administration	Administration		\$131,564		\$131,564	\$131,564					
SBCCOG	MM5502.02	Planning Activities for Local Travel Network	Planning		\$116,919		\$116,919	\$116,919					
1 Carson	MM5507.02	Carson Street ITS Project	PAED, PS&E, Construction		\$700,000		\$700,000	\$700,000					
2 Carson	MM5507.03	Sepulveda Blvd Widening from Alameda St to ICTF	PS&E, Construction		\$11,897,999		\$11,897,999	\$0	\$5,473,078	\$5,830,014	\$594,907		
3 Carson	MM5507.10	Traffic Signal Upgrade - Avalon Blvd and Gardena Blvd	PAED, PS&E, Construction		\$350,000		\$350,000	\$0	\$2,000	\$130,000	\$218,000		
4 Gardena	MM5507.04	Redondo Beach Blvd Arterial Improvements	PAED, PS&E, Construction	SBCCOG Board 02/23	\$5,567,000	\$5,675,000	\$11,242,000	\$620,000	\$2,320,000	\$5,802,000	\$2,500,000		
5 Hawthorne	MM5507.01	North East Hawthorne Mobility Improvement Project	PS&E, ROW, Construction		\$2,000,000		\$2,000,000	\$1,200,000	\$800,000				
6 Inglewood	MM5507.05	Manchester Blvd/Prairie Ave ITS & Traffic Signal Improvements	PAED, PS&E	Cashflow change	\$1,500,000		\$1,500,000	\$0			\$1,500,000		
7 Inglewood	MM5507.06	Downtown ITS	PAED, PS&E, Construction	Cashflow change	\$11,100,000		\$11,100,000	\$0	\$800,000	\$10,300,000			
8 Inglewood	MM5507.11	Crenshaw Blvd ITS Project	Construction		\$8,800,000		\$8,800,000	\$0		\$4,000,000	\$2,800,000		
9 LA County	MM5507.07	Avalon Blvd TSSP in the City of Carson	PAED, PS&E, Construction	SBCCOG Board 02/23	\$1,530,000	\$1,071,223	\$2,601,223	\$830,000	\$700,000	\$214,245	\$685,583	\$171,395	
10 Manhattan Beach	MM5507.12	Manhattan Beach Boulevard at Pacific Avenue Improvements	PS&E, Construction		\$1,200,000		\$1,200,000	\$0	\$160,000	\$720,000	\$320,000		
11 Manhattan Beach	MM5507.13	Manhattan Beach Boulevard at Peck Avenue Traffic Signal Improvements (\$100,000 also via MR312.87)	Construction		\$740,000		\$740,000	\$0	\$740,000				
12 Manhattan Beach	MM5507.14	Manhattan Beach Boulevard Transportation Corridor Improvement	PS&E		\$400,000		\$400,000	\$0	\$150,000	\$250,000			
13 Metro	MM5507.08	I-110 Southbound Off-Ramp to PCH	PAED, PS&E		\$5,781,000		\$5,781,000	\$3,450,000	\$800,000	\$1,531,000			
14 Metro	MM5507.09	I-405/I-110 Separation	PAED, PS&E		\$17,500,000		\$17,500,000	\$6,000,000	\$6,500,000	\$5,000,000			
15 Torrance	MM5507.15	Right Turn Lane at Lomita Blvd/182nd St	PAED, PS&E, Construction		\$1,000,000		\$1,000,000	\$0	\$75,000	\$200,000	\$480,000	\$245,000	
Hawthorne		Jack Northrop Improvements	PAED, PS&E	NEW	\$0	\$400,000	\$400,000	\$0		\$40,000	\$40,000	\$40,000	\$80,000
Hawthorne		Van Ness Ave Improvements	PAED, PS&E	NEW	\$0	\$200,000	\$200,000	\$0		\$40,000	\$40,000	\$40,000	\$80,000
Hawthorne		135th Street Improvements	PAED, PS&E	NEW	\$0	\$200,000	\$200,000	\$0		\$40,000	\$40,000	\$40,000	\$40,000
Hawthorne		Inglewood Ave Improvements	PAED, PS&E	NEW	\$0	\$150,000	\$150,000	\$0		\$40,000	\$40,000	\$40,000	\$10,000
LA County		Advanced Traffic Control Upgrades	PAED, PS&E, Construction	NEW	\$0	\$2,130,000	\$2,130,000	\$0		\$1,278,000	\$852,000		
Redondo Beach		Advanced Traffic Signal System on Aviation Bl	PS&E	NEW	\$0	\$160,000	\$160,000	\$0			\$80,000	\$80,000	
Redondo Beach		Traffic Signal Communications and Network System Phase 2	PAED, PS&E	NEW	\$0	\$2,475,000	\$2,475,000	\$0		\$1,278,000	\$852,000		
HOIP TOTAL PROGRAMMING AMOUNT					\$70,065,999	\$12,461,223	\$82,527,222	\$12,800,000	\$18,520,078	\$36,693,259	\$11,042,490	\$656,395	\$210,000

South Bay Multi-Year Subregional Plan - Transportation System & Mobility Improvements Program 2 (Expenditure Line 66)															
Lead Agency	Project No.	Project Description	Funding Phases	Notes	Prior Allocation	Recommended Alloc Change	Recommended Current Allocation	Prior Year Program	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27		
SBCCOG	MM5502.01	MSP Administration	Administration		\$514,854		\$514,854	\$514,854							
SBCCOG	MM5502.02	Planning Activities for Local Travel Network	Planning		\$158,758		\$158,758								
1	Beach Cities Health Services	MM4602.01	Diamond St to Flagler Ln Bicycle Lane	PS&E, Construction	\$1,833,877		\$1,833,877	\$1,833,877							
2	El Segundo	MM4602.02	El Segundo Blvd Improvements	PAED, PS&E, Construction	\$4,050,000		\$4,050,000	\$4,050,000							
3	Hawthorne	MM4603.03	Hawthorne Moneta Garden Mobility Improvements	PS&E, ROW, Construction	\$3,320,000		\$3,320,000	\$50,000	\$150,000	\$349,400	\$2,770,600				
4	Hawthorne	MM5508.07	Rosecrans Ave Mobility Improvement Project, Phase 2 from Prairie Ave to Crenshaw Blvd	PAED, PS&E	\$260,000		\$260,000	\$40,000	\$40,000	\$180,000					
5	Hawthorne	MM5508.08	Crenshaw Blvd Signal Improvement and Intersection Capacity Enhancements	PAED, PS&E	\$260,000		\$260,000	\$40,000	\$40,000	\$180,000					
6	Hermosa Beach	MM5508.09	Pacific Coast Hwy Mobility and Accessibility Improvements Project	PID, PAED	\$1,800,000		\$1,800,000	\$700,000	\$600,000	\$500,000					
7	Inglewood	MM4602.06	First/Last Mile Improvements	PAED, PS&E, Construction	Cashflow change \$6,500,000		\$6,500,000	\$500,000		\$6,000,000					
8	Inglewood	MM5508.10	Changeable Message Signs	PAED, PS&E	Cashflow change \$1,000,000		\$1,000,000	\$0			\$100,000	\$900,000			
9	LA City	MM4602.04	Crossing Upgrades and Pedestrian Improvements	PAED, PS&E, Construction			\$3,260,625	\$1,960,895	\$1,299,730						
10	LA City	MM5508.01	Signal Operational Improvements	PAED, PS&E, Construction			\$2,500,000	\$560,000	\$1,940,000						
11	LA City	MM5508.02	ATSAC Communication System Improvement in San Pedro	PS&E, Construction	De-obligate \$2,500,000	-\$250,000	\$2,250,000	\$2,250,000							
12	LA City	MM5508.03	ATSAC Communications Network Integration with LA County	PAED, PS&E, Construction	De-obligate \$2,000,000	-\$250,000	\$1,750,000	\$600,000	\$1,150,000						
13	LA City	MM5508.14	Alameda St (South) Widening from Anaheim St to Harry Bridges Blvd (MR312.48)	Construction			\$17,518,670	\$0	\$3,000,000	\$10,000,000	\$4,518,670				
14	LA County	MM4602.05	Dominguez Channel Greenway	PAED, PS&E, Construction			\$3,600,000	\$0	\$408,000	\$259,500	\$1,492,500	\$1,440,000			
15	LA County	MM4602.07	Westmont/West Athens Pedestrian Improvements, Phase 2	PAED, PS&E, Construction			\$1,165,000	\$0	\$80,000	\$80,000	\$625,000	\$380,000			
16	Manhattan Beach	MM5508.04	Advanced Traffic Signal System	PS&E, Construction	SBCCOG Board 02/23 \$12,750,000	\$4,963,000	\$17,713,000	\$5,440,000	\$5,310,000	\$3,000,000	\$3,963,000				
17	Manhattan Beach	MM5508.15	Aviation Blvd East Bound Left-Turn Improvements	PAED, PS&E, Construction			\$1,200,000	\$200,000	\$1,000,000						
18	Palos Verdes Estates	MM5508.11	Palos Verdes Drive West Corridor Expansion Project*	PAED, PS&E, Construction			\$5,517,000	\$677,000	\$3,000,000	\$1,840,000					
19	Rancho Palos Verdes	MM5508.12	Western Ave Congestion Improvements (25th St to Palos Verdes Dr North)	PSR, PAED			\$1,330,000	\$210,000	\$120,000	\$1,000,000					
20	Redondo Beach	MM4602.08	North Redondo Beach Bikeway (NRBB) Extension - Felton Ln to Inglewood Ave	PAED, PS&E, Construction			\$1,000,000	\$1,000,000	\$1,000,000						
21	Redondo Beach	MM4602.09	North Redondo Beach Bikeway (NRBB) Extension - Inglewood Ave	PAED, PS&E, ROW			\$1,735,000	\$200,000	\$1,535,000						
22	Redondo Beach	MM5508.05	Redondo Beach Transit Center and Park and Ride	Construction	SBCCOG Board 02/23 \$7,250,000	\$500,000	\$7,750,000	\$7,250,000		\$500,000					
23	Redondo Beach	MM5508.13	Traffic Signal Communications and Network System	PAED, PS&E, Construction	SBCCOG Board 02/23 \$2,000,000	\$3,000,000	\$5,000,000	\$2,000,000		\$3,000,000					
24	Rolling Hills Estates	MM4602.10	Rolling Hills Road Bike Lanes	PAED, PS&E			\$229,450	\$229,450	\$30,250	\$182,700	\$16,500				
25	Torrance	MM5508.06	Transportation Management System Improvements	PS&E, Construction			\$390,000	\$390,000	\$390,000						
26	Torrance	MM5508.16	Torrance Transit Park & Ride Regional Terminal (MR312.23)	Construction			\$1,631,000	\$1,631,000	\$1,631,000						
27	Torrance	MM5508.17	Crenshaw Blvd Improvements from Del Amo to Dominguez St (MR312.60)	Construction			\$609,000	\$609,000	\$609,000						
	Metro		RIITS Network Enhancements	Construction	NEW \$0	\$500,000	\$500,000	\$0	\$350,000	\$150,000					
TSMIP 2 TOTAL PROGRAMMING AMOUNT							\$87,209,622	\$8,463,000	\$95,672,622	\$32,222,022	\$20,205,430	\$27,055,400	\$13,469,770	\$2,720,000	\$0
TOTAL MSPs PROGRAMMING AMOUNT							\$253,284,867	\$42,168,623	\$295,453,490	\$88,943,476	\$47,379,850	\$89,009,772	\$47,015,226	\$18,676,066	\$1,824,500

*Potential de-obligation, to be determined prior to SBCCOG Board action
Part of 02/2023 SBCCOG Board Action
Change to programming/year only (no change to total programming amount)

Measure R South Bay Transit Investment Program					3/30/23								Exhibit 2			
Lead Agency	Project No.	Project Description	Funding Phases	Notes	Prior Allocation	Recommended Alloc Change	Recommended Current Allocation	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	
1 CARSON	MR524.02	CARSON CIRCUIT: FASHION OUTLET REGIONAL TRANSIT CENTER	PAED. PS&E, ROW, CON		\$3,525,000		\$3,525,000	\$1,380,000	\$2,145,000							
2 GARDENA	MR524.03	GTRANS: PURCHASE OF UP TO 15 EXPANSION BUSES	Construction Capital		\$12,375,000		\$12,375,000				\$8,375,000	\$4,000,000				
3 GARDENA	MR524.04	GTRANS: SOLAR ENERGY GENERATION/BUS FUELING INFRASTRUCTURE PROJECT	PS&E, CON		\$6,000,000		\$6,000,000		\$3,000,000	\$3,000,000						
4 INGLEWOOD	MRINGITC	INGLEWOOD TRANSIT CONNECTOR PROJECT	PAED. PS&E, ROW, CON		\$233,700,000		\$233,700,000	\$13,624,264	\$89,815,224	\$130,260,512						
5 REDONDO BEACH	MR524.05	BEACH CITIES TRANSIT: TRANSIT OPERATIONS & MAINTENANCE FACILITY	Env, PS&E, CON		\$32,090,555		\$32,090,555					\$5,150,000	\$8,838,734	\$17,677,469	\$424,352	
6 TORRANCE	MR524.06	TORRANCE TRANSIT: RETURN OF THE RED CAR URBAN CIRCULATOR TROLLEY	Construction Capital		\$4,500,000		\$4,500,000	\$2,000,000	\$2,500,000							
7 TORRANCE	MR524.07	TORRANCE TRANSIT: EXPANSION BUSES	Construction Capital		\$20,000,000		\$20,000,000	\$17,100,000	\$2,900,000							
8 TORRANCE	MR524.08	TORRANCE TRANSIT: REGIONAL TRANSIT CENTER PARKING STRUCTURE	Construction Capital		\$35,000,000		\$35,000,000	\$35,000,000								
9 TORRANCE	MR524.09	MICROTRANSIT EXPANSION OF THE TORRANCE COMMUNITY TRANSIT	Construction Capital		\$240,000		\$240,000	\$60,000	\$180,000							
# TORRANCE	MR524.10	CONSTRUCTION OF HEAVY-DUTY ELECTRIC VEHICLE CHARGING STATION	Construction Capital		\$3,500,000		\$3,500,000	\$3,000,000	\$500,000							
SBTIPTOTAL TOTAL PROGRAMMING AMOUNT					\$350,930,555	\$0	\$350,930,555	\$72,164,264	\$101,040,224	\$133,260,512	\$8,375,000	\$9,150,000	\$8,838,734	\$17,677,469	\$424,352	

Change to programming/year only (no change to total programming amount)

South Bay Cities Council of Governments

April 6, 2023

TO: SBCCOG Transit Operators Working Group, April 6, 2023 meeting
 SBCCOG Transportation Committee, April 10, 2023 meeting
 SBCCOG Infrastructure Working Group, April 12, 2023 meeting
 SBCCOG Board of Directors, April 27, 2023 meeting

FROM: Jacki Bacharach, Executive Director
 Steve Lantz, Transportation Director

SUBJECT: L. A. Metro Green Line Extension to Torrance Non-EIR Reports

BACKGROUND

The South Bay Cities Council of Governments Steering Committee, acting as the SBCCOG Board of Directors, approved, and forwarded comments to L. A. Metro on March 27, 2023 related to the Green Line Extension to Torrance (GLET) Draft Environmental Impact Report (DEIR). L. A. Metro is expected to respond to comments in its Final Environmental Impact Report (FEIR) later this Spring.

In addition to the environmental considerations, L. A. Metro has released a series of reports on non-DEIR topics that are important to understand prior to selection of the Locally Preferred Alternative (LPA) that will be adopted prior to design, right of way acquisition and construction. Metro expects to adopt the GLET LPA by July 2023. Public outreach on the LPA will be similar to other Metro Board agenda item presentations and outreach with briefings as requested, but no additional public meetings or hearings. The Non-EIR reports are available at:

https://www.dropbox.com/sh/nn9qo1wix6ror76/AADbOr4ALT84gESOXN7RRLHsa/Non-CEQA%20Reports%20and%20Information?dl=0&subfolder_nav_tracking=1

SUMMARY OF ALTERNATIVES CONSIDERED AND ELIMINATED REPORT (JANUARY 2023)

The Draft EIR evaluated several alternatives, defined as:

Metro ROW Alignment (Elevated/Street-Level): Follows the existing Metro ROW for the length of the Project from the existing Redondo Beach (Marine) Station to the Torrance Transit Center (TC), with an elevated segment, followed by an at-grade segment. Two rail stations are proposed adjacent to the Redondo Beach Transit Center and Torrance Transit Center. This alignment is referred to as the Proposed Project in the Draft EIR as it is the alignment that has been advanced over the years in prior studies. However, the term “Proposed Project” does not convey any preference or recommendation as to the alignment or options.

Metro ROW Alignment (Trench/Below-Grade): Follows the existing Metro ROW for the length of the project, with a below-grade trench segment between Inglewood Avenue and 170th Street, followed by at-grade segments with a short trench to cross under 182nd Street. Includes the same station locations as the Metro ROW Alignment (Elevated/Street-Level). This alignment is referred to as the Trench Option in the Draft EIR.

Hawthorne Boulevard Option (Elevated): Starts within the existing Metro ROW, then leaves Metro’s ROW to run along Interstate 405 (I-405) and turns onto Hawthorne Boulevard near 162nd Street to travel in the center median of the street before rejoining the Metro ROW south of 190th Street. The entire alignment between the Redondo Beach (Marine Station) and 190th Street is elevated. A station would be in the median of Hawthorne Boulevard, south of Artesia Boulevard, adjacent to the South Bay Galleria. This alignment is referred to as the Hawthorne Option in the Draft EIR.

Metro ROW 170th/182nd Grade-Separated Light Rail Transit Alternative: Is identical to the Metro ROW Alignment (Elevated/Street Level), except the light rail would be grade separated from the roadway in a below-grade trench configuration between 170th Street and 182nd Street.

High Frequency Bus (HFB) Alternative – Implements an express bus service between the Green Line Redondo Beach Marine Station and the Torrance Transit Center using the following arterial streets: Marine Ave., Redondo Beach Ave., Manhattan Beach Blvd., Inglewood Ave., Artesia Blvd., Hawthorne Blvd., Del Amo Blvd., and Crenshaw Blvd. with four stops.

No Project Alternative – Required by CEQA, this alternative considers future conditions in the corridor without the Project. The No Project Alternative would eliminate all environmental impacts with the exception of being inconsistent with the SCAG Regional Transportation Plan / Sustainable Communities Strategies (RTP/SCS), the Metro Long Range Transportation Plan, and local ordinances and General Plans.

The following data summarizes the key data from the non-DEIR reports:

<u>GLET DEIR Alternative</u>	<u>Daily Trips*</u>	<u>Cost</u>	<u>Complete Construction</u>
Metro ROW (Elevated / At Grade)	10,384 - 12,800	\$1.96 billion	Fall 2033
Metro ROW (Trench Option)	10,384 - 12,800	\$2.84 billion	Early 2036
Hawthorne (Elevated Throughout)	14,203 - 16,251	\$2.96 billion	Fall 2035
High Frequency Bus	3,711 - 4,000	N/A	N/A

* The range of daily trips depends on the yet-to-be-selected Green Line operating plan and its relationship to operating plans for the other rail lines in the Metro L. A. County network.

The Non-DEIR reports are summarized below.

PROJECT NEED AND PURPOSE REPORT – JANUARY 2023

The report describes existing conditions in the ROW and Hawthorne Boulevard routes, project area freeways / arterials, the existing transit network, and transit development projects within the area. It also includes a community profile (population and employment growth, equity focus communities), land uses, travel markets, highway and arterial system performance, transit system performance, and projected ridership of the project alternatives.

The Project Need section cites heavy congestion, poor travel times and schedule reliability, and poor regional and major activity center transit connections.

Project objectives are to improve mobility and encourage mode shift, reduce air pollution and greenhouse gases, minimize environmental impacts, provide a cost-effective project, and provide more equitable access to regional destinations.

Real Estate Acquisitions Report (February 2023)

The report contains a map book of potentially-affected parcels on three alignments (ROW Elevated / Street Level Alignment, the ROW Trench Alignment, and Hawthorne Blvd. Elevated Alignment). The report also includes a table that identifies: the parcel number, address, current land use, total parcel size, total affected area, and intended permanent or temporary uses. The report does not aggregate the total acquisitions for each alignment segment and no comparative conclusions are made.

Transportation Detail Report (January 2023)

This report provides information about the detailed site-specific transportation-related changes that would result from the Project which are relevant to project development and the effects on the community, but are not considered environmental effects under the CEQA. The report describes the study area in which there may be foreseeable effects of the Project on the transportation network, including pedestrian and bicycle facility safety, transit route connectivity, intersection operations and on-street parking inventory. It addresses physical changes to multi-use recreational paths and existing freight crossings, intersections and signalization changes that would be made to accommodate each of the three Project Alternative.

The report also addresses level of service (LOS) and queuing changes at potentially-affected intersections. Level of service (LOS) was used historically as a metric for evaluating performance of the transportation network. However, CEQA no longer relies on LOS. Instead, it considers the number and length of trips induced by a project, measured as vehicle miles traveled (VMT) as the preferred method for analyzing transportation impacts. Under the new CEQA guidelines, transportation projects that reduce VMT, such as transit projects, can be presumed to have a less than significant impact on VMT (CEQA Guidelines, § 15064.3(b)(2)).

Ridership Summary Report (January 2023)

This report summarizes the travel demand and ridership assumptions, methodology, model validation, and forecasts for the three alignments evaluated in the EIR, as well as the three Alternatives to the Proposed Project. Trip tables for the Metro Transportation Analysis Model were obtained from the model set developed by SCAG and converted to the Metro zone system.

Ridership metrics include: trips on Project, new riders, congestion relief, station boardings, user benefits under three scenarios under which the Green Line Extension to Torrance is integrated into operation of the C Line (Green) between Norwalk and the Torrance Transit Center and the K Line (Crenshaw/LAX) between the E Line (Exposition) and the C Line. The analysis also evaluates a High Frequency Bus (HFB) alternative using existing streets in mixed flow traffic with 4 stops between the C Line (Green) Redondo Beach Marine Station to the Torrance Transit Center.

The Light Rail Build Alternatives (Metro ROW and Hawthorne Option) would attract between 4,000 to 5,700 new daily riders and between 10,300 and 16,200 new daily project trips, which far exceeds the projected ridership for the HFB Alternative, which is estimated around 1,100 new daily riders and 3,700-4,000 new daily project trips.

The Light Rail Build Alternatives reduce travel time per trip compared to the No Project Alternative of up to 23.1 minutes per rail rider for Metro ROW and 21.4 minutes for Hawthorne, compared to a maximum of 18.1 minutes saved per bus rider for the HFB Alternative. The Light Rail Build

Alternatives would result in aggregate user benefits around 5,000 hours (5,527 hours for the Hawthorne Option and 4,924 for the Metro ROW), which is almost five times greater than the HFB Alternative with up to 1,114 hours saved.

The Vehicle Miles Travelled (VMT) savings for the two light rail alternatives are very similar, with a maximum VMT savings daily of 67,243 for the Metro ROW and 66,726 for the Hawthorne Option. The Metro ROW and Hawthorne Option would provide two new rail stations and rail access that would reduce automobile dependency and allow greater reliance on light rail transit for residents of the region. The HFB Alternative would have a maximum savings of 7,180 VMT daily due to the lower number of riders.

Urban Design Report (February 2023)

This report, which is filled with graphics, maps, and photo renderings, describes the concepts and principals of urban design related to the Project Alternatives including: Systemwide Station Design and elements of continuity and variation. Using a Neighborhood Character and Urban Design Focus template, the report illustrates concepts for each Project Alternative that are specific to the differing neighborhoods in Lawndale, Redondo Beach and Torrance. The report also discusses the urban design concept for each station including providing dedicated areas for artwork and landscape at stations, fencing design, and wall treatments.

Outreach Summary Report – In-Person Neighborhood Walks – January 2023

During the COVID Pandemic, Metro created virtual neighborhood walks using interactive story maps of each route with narrated videos and captions. Over 1,600 users visited the site. In Spring 2022, 12 in-person tours were held focused on different route segment options. Twenty-four comment cards were received containing more than 50 comments, concerns, and questions. Recurrent questions included: construction duration and impacts, project dimensions / design, bike and pedestrian access, safety, freight track relocation impacts, parking replacement, noise and vibration impacts, visual and sightline impacts, increased crime, and property value effects. Metro staff used the input to inform topics to be addressed in the EIR.

Frequently Asked Questions Report (January 2023)

Metro provided responses to nearly 75 frequently asked questions. Responses are organized under the following categories: Overview, Alignments / Routes, Stations, Ridership and Operations, Project Evaluation and Environmental Study, Project Design, Outreach and History.

CONCLUSIONS

SBCCOG understands that each of the three Responsible Agencies has noted separate concerns and has potentially conflicting perspectives on its Locally Preferred Alternative. After reviewing the DEIR and supporting reports, staff is seeking direction from the SBCCOG Board on whether the SBCCOG should take a position on the alternatives, and if so, which alternative to support among the rail, bus, and No Project alternatives.

Should the No Project alternative be selected, the SBCCOG Board will need to determine how the \$880 million+ earmarked for the GLET and required to stay in the South Bay should be reallocated.

RECOMMENDATION

Receive and file this report and take no position on the preferred project at this time.



MONTHLY SBCCOG TRANSPORTATION REPORT

COVERING MARCH 2023

Edited by Steve Lantz

SBCCOG Transportation Director

FEDERAL

USDOT Announces \$2 Million SMART Grant For Metro Integrated Transit Planning

The U. S. Department of Transportation (USDOT) on March 21st announced its awards for the Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program. According to the USDOT, 59 projects across the United States received \$94 million in grant funding. Metro received a \$2 million SMART Grant for a new Event Integrated Ticketing platform that will integrate transit ticket purchases with the event ticketing process in anticipation of the 2026 World Cup and the 2028 Olympic and Paralympic Games.

Westside and East San Fernando Valley Metro Rail Projects In Line To Receive Federal Funding

The U. S. Federal Transit Administration (FTA) on March 9th recommended 18 major rail projects to receive a share of \$4.45 billion allocated to public transport construction projects in the Biden administration’s fiscal 2024 budget request to Congress. The Los Angeles Westside Subway Section 2 and Section 3 projects together are recommended to receive \$643 million. In addition, the East San Fernando Valley Transit Corridor Phase I Project is proposed to receive \$167 million through FTA’s Expedited Project Delivery Program.

The projects would be funded through the FTA Capital Investment Grants (CIG) program and the Expedited Project Delivery (EPD) Pilot program. The report allocates \$2.85 billion in annual appropriations requested from Congress and \$1.6 billion in FY 2024 funding provided through the Bipartisan Infrastructure Law.

U. S. DOT Awards \$185 Million In Reconnecting Communities Grants To 45 Projects

The Reconnecting Communities Pilot Program aims to restore connections between communities that had been severed by highways and other transportation infrastructure. Grants announced on March 1st total \$185 million, part of a \$1 billion investment over five years funded through the 2021 Bipartisan Infrastructure Law.

In partnership with the Environmental Protection Agency and the Department of Housing and Urban Development, U. S. DOT gave priority to applications from economically disadvantaged communities that prioritized people instead of cars; created opportunities for new housing, parks, and community space; and ensured residents can more easily access jobs, schools, and the other resources. U. S. DOT also established the Reconnecting Communities Institute to provide technical assistance to build organizational and community capacity available to grant recipients and other eligible entities interested in reconnecting communities.

A \$30 million federal share of a \$69 million Long Beach Shoreline Drive Gateway project was granted to reconfigure West Shoreline Drive to remove a roadway barrier and improve access and connectivity between Downtown Long Beach and public open space, create a new bicycle path and pedestrian amenities, and divert highway traffic from residential streets to major roads. The project’s realignment and transformation of Shoreline Drive will convert the urban freeway corridor into a landscaped local roadway, creating approximately 5.5 acres for park space and serving as a gateway to better connect residents, visitors, and workers to the Pacific Ocean, local destinations, and downtown Long Beach.

Pasadena was awarded \$2 million for a \$4.4 million, three-year planning study of transportation and land use needs related to the future redevelopment of Pasadena’s recently relinquished I-710 highway “stub” that will ultimately result in a 710 Northern Stub Site-Specific Plan.

Electric Bike Tax Credit Bill Reintroduced, Providing Up To \$1,500 Off New E-Bikes In The U. S.

A federal incentive for electric bicycle purchases is back on the table after a 2021 bill failed to be enacted. The Electric Bicycle Incentive Kickstart for the Environment (E-BIKE) Act was reintroduced on March 21st. The federal tax credit outlined in the E-BIKE Act would cover up to 30% of the cost of a new electric bike, up to a maximum credit of \$1,500 for an e-bike priced at less than \$8,000.

The credit would be allowed once per individual every three years or twice for a joint-return couple buying two electric bicycles. New to this version is this addition of income caps that parallel existing electric vehicle tax credit caps: an annual salary of \$150,000 for single filers, \$225,000 for heads of households, and \$300,000 for those filing jointly.

STATE

Californians Driving Bigger Cars Could Be Charged More In Vehicle Registration Fees

Vehicle registration fees in California are currently based on the value of the car. But big cars and trucks could end up costing California drivers more in vehicle registration fees, if AB 251 is approved. The bill would require the California Transportation Commission to create a task force to look at the possible connection between vehicle weight and injuries. It would also study whether higher fees would affect drivers’ behavior, and how the revenue from the fees could be used to improve safety features on the roads for pedestrians and cyclists. The report would have to be submitted by Jan. 1, 2026.

According to a [2020 study](#) by the Insurance Institute for Highway Safety, an insurance industry trade group, larger cars like SUVs are “disproportionately likely” to injure or kill pedestrians. The study analyzed 82 crashes with pedestrians and found that while crashes at low and high speeds tended to result in similar injuries with different types of vehicles, crashes at “intermediate speeds” caused more serious injuries.

REGION

L. A. Metro’s Regional Connector Project Begins Pre-Revenue Testing in Downtown L. A.

The Regional Connector will soon enable a one-seat ride between Azusa and Long Beach and between Atlantic in East L. A. and Santa Monica. The new light rail subway segment between L. A. Union Station and the 7th/Flower Metro station in Downtown L. A. will eliminate transfers in downtown L. A. for three current disconnected lines and will create two new through lines. Metro will also rename the lines once passenger service opens that allows through trips.

The northern part of the L (Gold) Line from L. A. Union Station through Pasadena that terminates at APU/Citrus College will be known as the A (Blue) Line reflecting the new A (Blue) Line between Long Beach and Azusa. The eastern segment of the current L (Gold) line that terminates at Atlantic Avenue will be renamed as the E (Gold) Line. The E (Expo) Line, currently operating between Downtown L. A. and Downtown Santa Monica, also will become the E (Gold) Line to reflect the new through service between East L. A. and Santa Monica.

Metro is currently running out-of-service test trains through the Regional Connector during regular service hours to meet its testing and safety requirements. The trains participating in pre-revenue service will display signage and messaging that reflects the updated line letters and colors. If passengers happen to be on trains participating in pre-revenue testing through the Regional Connector, they may start to see changed line colors and letters and hear on-board announcements reflecting the changed names. Metro will have extra Metro Ambassadors at 7th/Metro, Pico/Aliso, and Union Station to help people navigate during these periods.

Additional information is available at: <https://thesource.metro.net/2023/03/29/heads-up-regional-connector-train-testing-is-underway-and-you-may-see-hear-some-changes-to-a-e-and-l-line-trains/>

Metro To Spend \$8 Million For Six-Month ‘Metro Micro’ Pilot Extension

On March 23rd the L. A. Metro Board approved \$8.3 million for a six-month extension of Metro’s microtransit pilot, branded Metro Micro, an on-demand ride-hail service, like Lyft or Uber.

However, there are a few contrasts between Metro Micro and Lyft or Uber. Metro Micro serves a much more limited service area than the private operators. Metro Micro serves only the following nine communities: LAX/Inglewood, Watts/Compton, NoHo/Burbank, El Monte, Highland Park/Eagle Rock/Glendale, Altadena/Pasadena/Sierra Madre, Northwest San Fernando Valley, and UCLA/Westwood/VA). Metro Micro only operates limited service hours which vary by service area (generally 6 a. m. to 10 p. m.). Metro uses its employees and operates its own fleet rather than contracting for the service. Metro offers new customers two free Metro Micro rides followed by a fare of \$1 per ride. In contrast, Metro bus and rail riders pay up to \$1.75 per ride.

Key performance indicators are not promising. Even with the lower fare and one-seat ride, after two years of pilot operation, Metro is averaging approximately 2,000 riders per day compared to a target ridership of 5,000 weekday riders. Metro Micro’s goal is to serve seven passengers per vehicle per hour, but staff is now projecting about three passengers per vehicle-hour. For the last 18 months, Metro Micro’s per-ride subsidy has fluctuated from \$30-\$60 depending on the service area compared to Metro’s fixed-routes buses, which operate at a cost of approximately \$8 per boarding.

Work Begins on 10.3M Front Street Pedestrian, Bike Path In San Pedro

The City of L. A. formally broke ground on the Front Street Beautification Project on March 9th. The project, planned for more than a decade, will include a new landscaped gateway space at the northeast corner of Front Street and Pacific Avenue to the north of the Vincent Thomas Bridge. The new area will include a 22-foot-wide multi-use path, buffered front Front Street by a five-foot strip of landscaping. Plans also call for pedestrian lighting along the corridor. Completion of the project is expected in 2024.

FEDERAL, STATE & LOCAL TRENDS / INNOVATION

Riding an E-Trike on the South Bay Local Travel Network

Communities across the nation are grappling with providing a mobility infrastructure that is updated for a population increasingly unable to use a car but choosing to stay in an environment built for cars, trucks and buses. By 2030, all Boomers will be over 65, and by 2040, one in five adults will find themselves in this age group. And the majority of this generation are intent on aging in place rather than relocating to facilities designed for older people.

The South Bay Local Travel Network (LTN) is being implemented to provide a safe and fun travel network for a wide variety of slow speed electric and human-powered vehicles. It is for all ages but will specifically be a boon for seniors.

Losing the ability to drive to visit friends or run basic errands can be profoundly disruptive, especially for those living in car-dependent communities. Social isolation correlates with heightened medical risk, and the number of isolated adults over 50 is up sharply. If older adults follow through on their desire to age in place, they will need communities that keep them connected — to services, activities, and, most importantly, people. And they will need an appropriate vehicle and infrastructure network for their travel needs.

E--trikes are being positioned by marketers as providing personal transportation for older adults without the stigma of infirmity and old age associated with power wheelchairs or mobility scooters. But for this mode to meet its potential growing demand, the e-trike needs wider space than is available in a traditional bike lane. To provide that capacity, the South Bay Local Travel Network is being implemented on neighborhood streets where slow speed vehicles of all sizes and shapes can safely share the roadway.

Since the e-trike vehicle itself is too bulky for most standard bike racks, the South Bay is also addressing locations on the LTN network for secure space to store and charge the e-trikes at home and at the destination.

In a zero-sum street use environment, local jurisdictions will be looking to the South Bay LTN as a model for re-balancing their street network to accommodate all users, including a growing number of seniors on e-trikes.

Additionally, the SBCCOG is working with micro transit services such as Circuit, which can use the network for a fun way for seniors to get around using local transit.

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Updated 3/30/23

April 2023	May 2023	June 2023	July 2023
<p>6. Transit Operators Working Group</p> <ul style="list-style-type: none"> • MM MSP & MR SBTIP Metro Budget Request recommendation • Inglewood MM SEP Request discussion <p>10. SBCCOG Transportation Committee</p> <ul style="list-style-type: none"> • Inglewood MM SEP Request discussion • MM MSP & MR SBTIP Metro Budget Request <p>10. SBCCOG Steering Committee</p> <p>12. Infrastructure Working Group</p> <ul style="list-style-type: none"> • MM MSP & MR SBTIP Metro Budget Request • Inglewood MM SEP Request discussion <p>13. Metro South Bay Service Council</p> <p>27. Metro Board</p> <p>27. SBCCOG Board</p> <ul style="list-style-type: none"> • MM MSP & MR SBTIP Metro Budget Request approval • Inglewood MM SEP Request discussion/direction 	<p>4. Transit Operators Working Group</p> <p>8. SBCCOG Transportation Committee</p> <ul style="list-style-type: none"> • Metro update on C-Line Operating Plan survey • Metro budget presentation <p>8. SBCCOG Steering Committee</p> <p>10. Infrastructure Working Group</p> <p>12. Metro South Bay Service Council</p> <p>25. Metro Board</p> <p>25. SBCCOG Board</p>	<p>1. Transit Operators Working Group</p> <p>9. Metro South Bay Service Council</p> <p>12. SBCCOG Transportation Committee</p> <p>12. SBCCOG Steering Committee</p> <p>14. Infrastructure Working Group</p> <ul style="list-style-type: none"> • California Infrastructure Delivery Coalition <p>22. Metro Board</p> <p>22. SBCCOG Board</p>	<p>6. Transit Operators Working Group</p> <p>10. SBCCOG Transportation Committee</p> <p>10. SBCCOG Steering Committee</p> <p>12. Infrastructure Working Group</p> <p>14. Metro South Bay Service Council</p> <p>27. Metro Board</p> <p>27. SBCCOG Board</p>

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