

# South Bay Cities Council of Governments

## **Infrastructure Working Group (IWG)**

### AGENDA

**Wednesday, February 8, 2023**

**12:00 pm – 1:30 pm**

#### ACCESSING THE VIRTUAL MEETING:

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

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

#### **Future IWG meetings are scheduled to be held:**

**March 8, 2023 (Agency Only)      April 12, 2023 (Public)**

- 12:00 pm    January 11, 2023 IWG Meeting Notes (Attachment A)**
- 12:02 pm    Agency & Other Update Reports**
- **SBCCOG Program Update** – David Leger
    - **Local Travel Network Updates**
  - **L.A. County DPW – South Bay Traffic Forum Update**
  - **L.A. Metro Updates**
    - **ITS Program** – Ed Alegre
    - **Metro Board Actions** – Steve Lantz
  - **Metro TAC & Streets and Freeway Subcommittee Actions**
    - *Streets and Freeway Subcommittee alternate needed*
  - **Caltrans South Bay Projects Update**
- 12:25 pm    Measure R SBHP Annual Program Update Recommendations (Attachment B)**
- 12:40 pm    Update on Measure M MSP Annual Program Update Process**
- 12:45 pm    Update on I-105/I-405 Integrated Corridor Management project by Metro**
- 1:05 pm    SBCCOG Transportation Report covering January 2023 (Attachment C)**
- Update on C-Line Extension to Torrance DEIR – Steve Lantz
- 1:20 pm    3-Month Look Ahead (Attachment D)**
- March 2<sup>nd</sup> Bus Tour to review Expo/Gold Line areas similar to proposed South Bay C-Line (Green) Extension (Attachment E)
- 1:30 pm    Announcements / Adjournment – *Next meeting March 8<sup>th</sup> (Agency Only)***

To propose an item for the next meeting agenda, e-mail to [DavidL@southbaycities.org](mailto:DavidL@southbaycities.org) no later than 10 days prior to the meeting.

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**South Bay Cities Council of Governments  
Infrastructure Working Group (IWG) - January 11<sup>th</sup>, 2023**

**Attendees :** Ted Semaan, Chair (Redondo Beach; William Mendoza (Gardena); Helen Shi, Erik Zandvliet, Katie Doherty (Manhattan Beach); Brenda Moun, (Torrance); David Leger, Steve Lantz, Aaron Baum, (SBCCOG); Bill Stracker, Andrew Choie, Nicole Mi, Andres Narvaez (LA County DPW); Danny Milla, (Cox Communications); Scott Longhurst, (Crown Castle); Diego Cadena, Wayne Richardson, (HDR); Bill Stracker (JM Diaz); Marc Violet (Michael Baker); Monica Killen, (MSN Engineers); Janna McKhann, (NexTech); Claudette Moody,(WSP).

- I. **Approval of November 9, 2022, IWG Meeting Notes** – Mr. Semaan called the meeting to order at 12:02 pm. The November 9, 2022 meeting notes were approved without objection.

**II. Agency & Other Update Reports**

- a) SBCCOG: Mr. Leger announced that the General Assembly will be Thurs. Mar. 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. The SBCCOG is still looking for sponsors for the event. The first in a series of SCAG REAP funded Housing Education Forums is taking place Thursday 1/12. The SBCCOG’s Legislative Briefing is also taking place on 1/12.
  - 1) Local Travel Network Updates: Mr. Baum reported that the first group of cities are prepping their Measure M applications for the Phase I implementation. SBCCOG staff continues to reach out to community stakeholders to engage other cities and stakeholder groups. Branding of the LTN (Local Travel Network) was approved by the SBCCOG board in November 2022, selecting the “Rolling Turtle” as the design for the wayfinding signage. Cities will have some flexibility with color schemes.
- b) L.A. County DPW – South Bay Traffic Forum Update: Mr. Narvaez announced that LACDPW is revamping project delivery based on the director's goals and objectives. The changes aim to increase project delivery efficiency and hopefully begin construction on 2009-2011 projects. Mr. Narvaez touched on various project updates, noting that advertising for Prairie Ave is underway. The full project status report is available online here: [https://southbaycities.org/wp-content/uploads/2022/12/HANDOUT ITS-TSSP-status-Janurary-2023.pdf](https://southbaycities.org/wp-content/uploads/2022/12/HANDOUT_ITS-TSSP-status-Janurary-2023.pdf)
- c) L.A. Metro Updates – no updates provided. Mr. Leger noted that Steve Gota and Ed Alegre would like to provide regular ITS Group updates. He will be adding an agenda item for those updates going forward.
  - 1) LA Metro Board Actions: Mr. Lantz reported that the Metro Board met Dec. 1<sup>st</sup>, 2022 and approved a land bank pilot program. It will include Metro owned property with the condition that property may be included only as long as it is done in coordination with the local jurisdiction in which the property is located. Cities with Metro property should contact Metro and establish rules for any development of Metro-owned land. The Board also approved a new fare structure including fare capping. Under the new simplified structure, a rider pays for a single boarding until hitting the daily cap. The program also includes weekly caps. Metro will continue with 50% off fare structure for certain groups who need assistance with the subsidy until June 2023.

- 2) Metro TAC & Streets and Freeways: No TAC updates provided. Mr. Zandvliet reported that the Streets and Freeways subcommittee met in November and received updates on several grant opportunities including the Reconnecting Communities program which has a deadline in April, along with the Clean California Program Cycle 2. ATP Cycle 6 statewide awardees will be announced, and those projects that did not receive funding will still be eligible for the local ATP program. The Inflation Reduction Act funds are slowly rolling out as well.

Mr. Leger added that the SBCCOG is looking for individuals to serve as alternates for the Metro TAC and Streets & Freeways subcommittee. Mr. Semaan also noted that a Vice-Chair to the IWG is needed.

- d) Caltrans South Bay Projects: No Caltrans staff were present. Mr. Leger shared the Caltrans update provided to the SBCCOG Transportation Committee, which is available here:

[https://southbaycities.org/wp-content/uploads/2022/12/HANDOUT\\_Caltrans-Updates.pdf](https://southbaycities.org/wp-content/uploads/2022/12/HANDOUT_Caltrans-Updates.pdf)

- III. **Measure R SBHP / Measure M MSP FY 2023-24 Annual Program Update:** Mr. Lantz announced that the Measure R process will be split from the Measure M schedule this cycle. Due to limited funding available, there will be no new projects under Measure R until the current projects are completed. “Costs to complete” projects are the only requests that will be considered for Measure R. New project requests are available in Measure M and funding applications need to be submitted by Jan. 16<sup>th</sup>, 2023. Measure R projects seeking additional funds will be approved in February, with Measure M program updates in April. Measure R recommendations will be taken up by Metro in the Summertime, with Measure M following in the Fall. If this causes a cash flow problem, it is possible to ask Metro to approve something sooner for active projects. Mr. Lantz reminded lead agencies that there is a local match for a project over \$20 million.
- IV. **Roundtable Discussion: Issues/Topics of Interest for 2023 IWG meetings:** Mr. Lantz asked the group to submit any ideas for spotlight speaker/topics for future IWG meetings, which could include consultant or agency experts. Ideas should be submitted to Mr. Leger. Mr. Leger noted that GeoTech will be presenting on a radar technology used to identify subterranean cavities that could result in sinkholes prior to a catastrophic road failure. Their technology also minimizes interruption to existing vehicular traffic.
- V. **SBCCOG Transportation Report covering December 2022:** Mr. Lantz highlighted a few key items including Metro’s federal “earmark” requests for several of their projects.
- VI. **3-Month Look Ahead:** Mr. Lantz noted that there will be a bus tour of the Gold and Exposition Line segments that are like alternatives being considered for the Green Line extension to Torrance. The tour is for elected officials, city staff, and commissioners from SBCCOG cities. The tour will be on March 2<sup>nd</sup> from 1-5pm leaving from and returning to the SBCCOG office. Priority is being given to elected officials, but all individuals interested in participating should contact Mr. Leger to reserve a seat on the bus.
- VII. **Announcements / Adjournment:** Mr. Semaan adjourned the meeting at 12:36pm. *Next meeting February 8<sup>th</sup> (Public)*

To propose an item for the next meeting agenda, e-mail to [DavidL@southbaycities.org](mailto:DavidL@southbaycities.org) no later than February 27<sup>th</sup>

Meeting notes prepared by Brianna Davis, SBCCOG Administrative Assistant

# South Bay Cities Council of Governments

February 8, 2023

To: SBCCOG Infrastructure Working Group (2/8/23 meeting)  
 SBCCOG Transportation Committee (2/13/23 meeting)  
 SBCCOG Board of Directors (2/23/22 meeting)

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

Re: FY 23-24 Measure R South Bay Highway Program Annual Program Update

## BACKGROUND

The SBCCOG assists Metro with administration of the Measure R South Bay Highway Program (SBHP). 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 acquisition may take longer. Metro has also transitioned to phased programming where funds are programmed to the project on a phase-by-phase basis. The funding needed beyond five years for these more complex projects or for future project phases is added in subsequent annual program updates.

In 2020, the SBCCOG initiated a decennial fund transfer opportunity afforded by the Measure R ordinance, a process that created the Measure R South Bay Transit Investment Program (SBTIP). That action transferred \$400 million in unprogrammed Measure R SBHP funding to the new SBTIP to be used for transit capital projects. Upon that action, un-programmed SBHP funds were reserved for "costs to complete" current SBHP projects. If the current recommendation is approved, there is approximately \$56 million in un-programmed funding prior to the end of the Measure R SBHP program in 2039. No new SBHP projects will be considered until current projects have been completed and an evaluation of remaining funds can be made.

It is common for initial conceptual cost estimates to increase once design has been completed and right of way needs are established. As a result of inflation, supply chain problems, and other pandemic related issues, cost estimates have increased more significantly than in prior years. As part of the annual program update process, SBCCOG staff has worked with lead agency staff and Metro to identify changes to current projects, including those that will require additional funding to complete construction or their current project phase. In December 2022, SBCCOG staff received funding augmentation requests for six (6) existing Measure R SBHP projects. SBCCOG staff is recommending a total of \$7,863,000 in additional Measure R SBHP funding to the following existing projects:

- **City of Gardena: \$728,000 in SBHP funds for MR312.02 Traffic Signal Reconstruction on Vermont at Redondo Beach Blvd and at Rosecrans Ave.** The city has nearly completed design and is requesting additional funding for construction due to price escalations. This action will bring total SBHP funding to \$2,228,000.

- **City of Gardena: \$2,305,000 in SBHP funds for MR312.09 Artesia Blvd Arterial Improvements from Western Ave to Vermont Ave.** The city is requesting additional funding to meet increased construction costs as well as a more comprehensive traffic detour and control plan than originally expected. This action will bring total SBHP funding to \$4,828,000.
- **Port of Los Angeles: \$2,980,000 in SBHP funds for MR312.32 SR-47/Vincent Thomas Bridge on/off ramp Improvements at Harbor Blvd.** POLA is requesting \$2,980,000 in additional funding to cover a funding shortfall caused by price escalations and additional unanticipated construction costs. This action will bring total SBHP funding to \$49,330,000. Because the project exceeds \$20 million, POLA has committed the required match of \$44.8 million from local, state and federal funds for a total updated project budget of \$94.1 million.
- **City of Redondo Beach: \$1,000,000 in SBHP funds for MR312.06 PCH Improvements from Anita St to Palos Verdes Blvd.** The city is requesting additional funding to acquire right-of-way needed to implement the improvements. This action will bring total SBHP funding to \$2,400,000.
- **City of Redondo Beach: \$550,000 in SBHP funds for MR312.20 Aviation Blvd at Artesia Blvd Intersection Improvements (Northbound right turn lane).** The city is requesting additional funding to complete a protracted right-of-way acquisition process and construction. This action will bring total SBHP funding to \$2,457,000.
- **City of Redondo Beach: \$300,000 in SBHP funds for MR312.75 Kingsdale Ave at Artesia Blvd Intersection Improvements.** The city is requesting additional funding to meet construction cost escalations. This action will bring total SBHP funding to \$1,292,000.

Exhibit 1 includes the program of projects for the Measure R SBHP and provides information on prior funding allocation, prior funding programmed, recommended allocation changes, and recommended revised total allocation for each project. Exhibit 1 also includes several project de-obligations totaling \$8,090,000. Consistent with an SBCCOG policy that requires Caltrans and Metro to seek federal or state funds for Caltrans South Bay project construction costs, Metro Staff is recommending that Caltrans project 312.85 be re-scoped to provide a reserve using de-obligated funds for any local match required in State and Federal grant applications.

Subsequent to SBCCOG Board action, the Measure R SBHP Annual Program Update will be transmitted to Metro for the recommended funding allocations. Metro is expected to act on the item in June 2023.

#### RECOMMENDATION

That the SBCCOG Board of Directors approve the FY23-24 Measure R SBHP Annual Program project funding requested as reflected in Exhibit 1.

Attachments:

Exhibit 1 – FY 2023-24 Funding allocations for Measure R SBHP active projects

Measure R South Bay Highway Improvements FY 23/24 Update				2/1/23				Exhibit 1			
Lead Agency	Project No.	Project Description	Notes	Prior Allocation	Recommended Allocation Change	Recommended Current Allocation	Prior Year Program	FY23-24	FY24-25	FY25-26	
<b>South Bay I-405, I-1110, I-105, &amp; SR-91 Ramp / Interchange Improvements</b>					\$441,340,330	\$7,773,000	\$449,113,330	\$389,780,330	\$30,733,000	\$7,000,000	\$21,500,000
SBCCOG	MR312.01	South Bay Cities COG Program Development & Oversight and Program Administration <b>(Project Development Budget Included)</b>		\$13,375,000	\$0	\$13,375,000	\$13,375,000				
		<b>TOTAL SBCCOG</b>		\$13,375,000	\$0	\$13,375,000	\$13,375,000	\$0	\$0	\$0	
Caltrans	MR312.11	ITS: I-405, I-110, I-105, SR-91 at Freeway Ramp/Arterial Signalized Intersections		\$5,357,000	\$0	\$5,357,000	\$5,357,000				
Caltrans	MR312.24	I-110 Aux lane from SR-91 to Torrance Blvd Aux lane & I-405/I-110 Connector <b>(Completed)</b>		\$8,120,000	\$0	\$8,120,000	\$8,120,000				
Caltrans	MR312.25	I-405 at 182nd St. / Crenshaw Blvd Improvements		\$86,400,000	\$0	\$86,400,000	\$80,400,000	\$6,000,000			
Caltrans	MR312.29	ITS: Pacific Coast Highway and Parallel Arterials From I-105 to I-110		\$9,000,000	\$0	\$9,000,000	\$9,000,000				
Caltrans	MR312.45	PAED Integrated Corridor Management System (ICMS) on I- 110 from Artesia Blvd and I-405 <b>(Completed)</b>	DEOB	\$1,000,000	-\$1,000,000	\$0	\$0				
Caltrans	MR312.77	I-405 IQA Review for PSR (El Segundo to Artesia Blvd)		\$150,000	\$0	\$150,000	\$150,000				
Caltrans	MR312.78	I-405 IQA Review for PSR (Main St to Wilmington)		\$150,000	\$0	\$150,000	\$150,000				
Caltrans	MR312.82	PCH (I-105 to I-110) Turn Lanes and Pockets		\$8,400,000	\$0	\$8,400,000	\$8,400,000				
Caltrans	MR312.86	I-105 Integrated Corridor Management (IQA)		\$150,000	\$0	\$150,000	\$150,000				
		<b>TOTAL CALTRANS</b>		\$118,727,000	-\$1,000,000	\$117,727,000	\$111,727,000	\$6,000,000	\$0	\$0	
Carson/Metro	MR312.41	Traffic Signal Upgrades at 10 intersections		\$4,220,000	\$0	\$4,220,000	\$4,220,000				
Carson/Metro	MR312.46	Upgrade Traffic Control Signals at the Intersection of Figueroa St and 234th St and Figueroa St and 228th St		\$150,000	\$0	\$150,000	\$150,000				
Carson	MR312.80	223rd St Widening		\$1,000,000	\$0	\$1,000,000	\$1,000,000				
		<b>TOTAL CARSON</b>		\$5,370,000	\$0	\$5,370,000	\$5,370,000	\$0	\$0	\$0	
El Segundo	MR312.22	Maple Ave Improvements from Sepulveda Blvd to Parkview Ave <b>(Completed)</b>		\$2,500,000	\$0	\$2,500,000	\$2,500,000				
El Segundo	MR312.27	PCH Improvements from Imperial Highway to El Segundo Blvd <b>(Deobligated)</b>		\$0	\$0	\$0	\$0				
El Segundo	MR312.57	Park Place Roadway Extension and Railroad Grade Separation Project		\$5,350,000	\$0	\$5,350,000	\$5,350,000				
		<b>TOTAL EL SEGUNDO</b>		\$7,850,000	\$0	\$7,850,000	\$7,850,000	\$0	\$0	\$0	
Gardena	MR312.02	Traffic Signal Reconstruction on Vermont at Redondo Beach Blvd and at Rosecrans Ave	CHG	\$1,500,000	\$728,000	\$2,228,000	\$1,500,000	\$728,000			
Gardena	MR312.09	Artesia Blvd Arterial Improvements from Western Ave to Vermont Ave	CHG	\$2,523,000	\$2,305,000	\$4,828,000	\$2,523,000	\$2,305,000			
Gardena	MR312.17	Rosecrans Ave Improvements from Vermont Ave to Crenshaw Blvd <b>(Completed)</b>		\$4,967,000	\$0	\$4,967,000	\$4,967,000				
Gardena	MR312.19	Artesia Blvd at Western Ave Intersection Improvements (Westbound left turn lanes) <b>(Completed)</b>		\$393,000	\$0	\$393,000	\$393,000				
Gardena	MR312.21	Vermont Ave Improvements from Rosecrans Ave to 182nd Street <b>(Completed)</b>		\$2,090,300	\$0	\$2,090,300	\$2,090,300				
Gardena	MR312.79	Traffic Signal Install at Vermont Ave. and Magnolia Ave		\$144,000	\$0	\$144,000	\$144,000				

Measure R South Bay Highway Improvements FY 23/24 Update				2/1/23			Exhibit 1			
Lead Agency	Project No.	Project Description	Notes	Prior Allocation	Recommended Allocation Change	Recommended Current Allocation	Prior Year Program	FY23-24	FY24-25	FY25-26
		<b>TOTAL GARDENA</b>		\$11,617,300	\$3,033,000	\$14,650,300	\$11,617,300	\$3,033,000	\$0	\$0
Hawthorne	MR312.03	Rosecrans Ave Widening from I-405 SB off ramp to Isis Ave <b>(Completed)</b>		\$2,100,000	\$0	\$2,100,000	\$2,100,000			
Hawthorne	MR312.33	Aviation Blvd at Marine Ave Intersection Improvements (Westbound right turn lane) <b>(Completed)</b>		\$3,600,000	\$0	\$3,600,000	\$3,600,000			
Hawthorne	MR312.44	Hawthorne Blvd Improvements from El Segundo Blvd to Rosecrans Ave <b>(Completed)</b>		\$7,551,000	\$0	\$7,551,000	\$7,551,000			
Hawthorne	MR312.47	Signal Improvements on Prairie Ave from 118th St to Marine Ave		\$1,237,000	\$0	\$1,237,000	\$1,237,000			
Hawthorne	MR312.54	Intersection Widening & Traffic Signal Modifications on Inglewood Ave at El Segundo Blvd; on Crenshaw Blvd At Rocket Road; on Crenshaw at Jack Northop; and on 120th St.		\$2,000,000	\$0	\$2,000,000	\$2,000,000			
Hawthorne	MR312.61	Hawthorne Blvd Arterial Improvements, from 126th St to 111th St		\$4,400,000	\$0	\$4,400,000	\$4,400,000			
Hawthorne	MR312.66	Imperial Ave Signal Improvements and Intersection Capacity Project		\$1,995,000	\$0	\$1,995,000	\$1,995,000			
Hawthorne	MR312.67	Rosecrans Ave Signal Improvements and Intersection Capacity Enhancements		\$3,200,000	\$0	\$3,200,000	\$3,200,000			
Hawthorne	MR312.68	El Segundo Blvd Improvements Project Phase I		\$2,000,000	\$0	\$2,000,000	\$2,000,000			
Hawthorne	MR312.69	El Segundo Blvd Improvements Project Phase II		\$1,300,000	\$0	\$1,300,000	\$1,300,000			
Hawthorne	MR312.81	120th St Improvements - Crenshaw Blvd to Felton Ave		\$3,600,000	\$0	\$3,600,000	\$2,600,000	\$1,000,000		
		<b>TOTAL HAWTHORNE</b>		\$32,983,000	\$0	\$32,983,000	\$31,983,000	\$1,000,000	\$0	\$0
Hermosa Beach	MR312.05	PCH (SR-1/PCH) Improvements between Anita St and Artesia Blvd		\$574,700	\$0	\$574,700	\$574,700			
		<b>TOTAL HERMOSA BEACH</b>		\$574,700	\$0	\$574,700	\$574,700	\$0	\$0	\$0
Inglewood	MR312.12	Intelligent Transportation System (ITS) Phase IV <b>(Completed)</b>		\$3,500,000	\$0	\$3,500,000	\$3,500,000			
Inglewood	MR312.50	ITS: Phase V - Communication Gap Closure on Various Locations, ITS Upgrade and Arterial Detection <b>(Deobligated)</b>		\$0	\$0	\$0	\$0			
Inglewood	MR312.70	Prairie Ave Signal Synchronization Project <b>(Completed)</b>		\$205,000	\$0	\$205,000	\$205,000			
Inglewood	MR312.71	La Cienega Blvd Signal Synchronization Project <b>(Completed)</b>		\$80,000	\$0	\$80,000	\$80,000			
Inglewood	MR312.72	Arbor Vitae Signal Synchronization Project <b>(Completed)</b>		\$130,000	\$0	\$130,000	\$130,000			
Inglewood	MR312.73	Florence Ave Signal Synchronization Project <b>(Completed)</b>		\$255,000	\$0	\$255,000	\$255,000			
		<b>TOTAL INGLEWOOD</b>		\$4,170,000	\$0	\$4,170,000	\$4,170,000	\$0	\$0	\$0
LA City	MR312.48	Alameda St (South) Widening from Anaheim St to Harry Bridges Blvd <i>(Additional funding via MM5508.14)</i>		\$17,481,330	\$0	\$17,481,330	\$13,481,330	\$4,000,000		
LA City	MR312.51	Improve Anaheim St from Farragut Ave to Dominguez Channel <b>(Call Match) F7207</b>		\$1,313,000	\$0	\$1,313,000	\$1,313,000			
LA City	MR312.56	Del Amo Blvd Improvements from Western Ave to Vermont Ave Project Oversight		\$100,000	\$0	\$100,000	\$100,000			
LA City	MR312.74	Alameda St (East) Widening Project		\$3,580,000	\$0	\$3,580,000	\$3,580,000			
		<b>TOTAL LA CITY</b>		\$22,474,330	\$0	\$22,474,330	\$18,474,330	\$4,000,000		\$0



Measure R South Bay Highway Improvements FY 23/24 Update				2/1/23				Exhibit 1		
Lead Agency	Project No.	Project Description	Notes	Prior Allocation	Recommended Allocation Change	Recommended Current Allocation	Prior Year Program	FY23-24	FY24-25	FY25-26
LA County	MR312.16	Del Amo Blvd Improvements from Western Ave to Vermont Ave <b>(Completed)</b>		\$307,000	\$0	\$307,000	\$307,000			
LA County	MR312.52	ITS: Improvements on South Bay Arterials <b>(Call Match) F7310</b>		\$1,021,000	\$0	\$1,021,000	\$1,021,000			
LA County	MR312.64	South Bay Arterial System Detection Project		\$2,000,000	\$0	\$2,000,000	\$2,000,000			
		<b>TOTAL LA COUNTY</b>		\$3,328,000	\$0	\$3,328,000	\$3,328,000	\$0	\$0	\$0
Lawndale	MR312.15	Inglewood Ave Widening from 156th Street to I-405 Southbound on-ramp <b>(Completed)</b>		\$43,000	\$0	\$43,000	\$43,000			
Lawndale	MR312.31	Manhattan Beach Blvd at Hawthorne Blvd Left Turn Signal Improvements		\$508,000	\$0	\$508,000	\$508,000			
Lawndale	MR312.36	ITS: City of Lawndale Citywide Improvements <b>(Completed)</b>		\$878,300	\$0	\$878,300	\$878,300			
Lawndale	MR312.49	Redondo Beach Blvd Mobility Improvements from Prairie to Artesia <b>(Call Match) F9101</b>		\$1,039,300	\$0	\$1,039,300	\$1,039,300			
		<b>TOTAL LAWDALE</b>		\$2,468,600	\$0	\$2,468,600	\$2,468,600	\$0	\$0	\$0
Lomita	MR312.43	Intersection Improvements at Western/Palos Verdes Dr and PCH/Walnut <b>(Completed)</b>		\$1,585,000	\$0	\$1,585,000	\$1,585,000			
		<b>TOTAL LOMITA</b>		\$1,585,000	\$0	\$1,585,000	\$1,585,000	\$0	\$0	\$0
Manhattan Beach	MR312.04	Sepulveda Blvd at Marina Ave Intersection Improvements (West Bound left turn lanes) <b>(Completed)</b>		\$346,500	\$0	\$346,500	\$346,500			
Manhattan Beach	MR312.28	Seismic retrofit of widened Bridge 53-62 from Sepulveda Blvd from 33rd Street to south of Rosecrans Ave		\$9,100,000	\$0	\$9,100,000	\$9,100,000			
Manhattan Beach	MR312.34	Aviation Blvd at Artesia Blvd Intersection Improvements (Southbound right turn lane)		\$1,500,000	\$0	\$1,500,000	\$1,500,000			
Manhattan Beach	MR312.35	Sepulveda Blvd at Manhattan Beach Blvd Intersection Improvements (NB, WB, EB left turn lanes and SB right turn lane)		\$2,046,000	\$0	\$2,046,000	\$2,046,000			
Manhattan Beach	MR312.62	Marine Ave at Cedar Ave Intersection Improvements		\$900,000	\$0	\$900,000	\$900,000			
Manhattan Beach	MR312.87	Manhattan Beach Blvd at Peck Ave Signal Improvements		\$100,000	\$0	\$100,000	\$0			
		<b>TOTAL MANHATTAN BEACH</b>		\$13,992,500	\$0	\$13,992,500	\$13,892,500	\$0	\$0	\$0
Metro	MR312.30	I-405 Improvements from I-105 to Artesia Blvd		\$17,381,000	\$0	\$17,381,000	\$17,381,000			
Metro	MR312.55	I-405 Improvements from I-110 to Wilmington	DEOB	\$17,400,000	-\$7,000,000	\$10,400,000	\$10,400,000			
Metro	3000002033/PS 4010-2540-01- 19	South Bay Arterial Baseline Conditions Analysis <b>(Completed)</b>		\$250,000	\$0	\$250,000	\$250,000			
Metro	MR312.83	Inglewood Transit Center at Florence/La Brea		\$1,500,000	\$0	\$1,500,000	\$1,500,000			
Metro	MR312.84	I-105 Integrated Corridor Management		\$19,850,000	\$0	\$19,850,000	\$5,000,000	\$14,850,000		
Metro	MR312.85	South Bay I-405 Improvements - Local Match for State/Federal Grants	CHG	\$14,000,000	\$8,000,000	\$22,000,000	\$22,000,000			
		<b>TOTAL METRO</b>		\$70,381,000	\$1,000,000	\$71,381,000	\$56,531,000	\$14,850,000	\$0	\$0
Rancho Palos Verdes	MR312.39	Western Ave. (SR-213) from Palos Verdes Drive North to 25th street -- PSR	DEOB	\$90,000	-\$90,000	\$0	\$0			
		<b>TOTAL RANCHO PALOS VERDES</b>		\$90,000	-\$90,000	\$0	\$0	\$0	\$0	\$0

Measure R South Bay Highway Improvements FY 23/24 Update				2/1/23				Exhibit 1		
Lead Agency	Project No.	Project Description	Notes	Prior Allocation	Recommended Allocation Change	Recommended Current Allocation	Prior Year Program	FY23-24	FY24-25	FY25-26
POLA	MR312.32	SR-47/Vincent Thomas Bridge on/off ramp Improvements at Harbor Blvd	CHG	\$46,350,000	\$2,980,000	\$49,330,000	\$20,830,000	\$0	\$7,000,000	\$21,500,000
		<b>TOTAL POLA</b>		\$46,350,000	\$2,980,000	\$49,330,000	\$20,830,000	\$0	\$7,000,000	\$21,500,000
Redondo Beach	MR312.06	Pacific Coast Highway improvements from Anita Street to Palos Verdes Blvd	CHG	\$1,400,000	\$1,000,000	\$2,400,000	\$1,400,000	\$1,000,000		
Redondo Beach	MR312.07	Pacific Coast Highway at Torrance Blvd intersection improvements (Northbound right turn lane) <b>(Completed)</b>		\$936,000	\$0	\$936,000	\$936,000			
Redondo Beach	MR312.08	Pacific Coast Highway at Palos Verdes Blvd intersection improvements (WB right turn lane) <b>(Completed)</b>		\$389,000	\$0	\$389,000	\$389,000			
Redondo Beach	MR312.13	Aviation Blvd at Artesia Blvd intersection improvements <b>(Completed)</b> (Eastbound right turn lane)		\$22,000	\$0	\$22,000	\$22,000			
Redondo Beach	MR312.14	Inglewood Ave at Manhattan Beach Blvd intersection improvements (Eastbound right turn lane) <b>(Completed)</b>		\$30,000	\$0	\$30,000	\$30,000			
Redondo Beach	MR312.20	Aviation Blvd at Artesia Blvd intersection improvements (Northbound right turn lane)	CHG	\$1,907,000	\$550,000	\$2,457,000	\$1,907,000	\$550,000		
Redondo Beach	MR312.38	PCH at Anita St Improvements (left and right turn lane)		\$2,400,000	\$0	\$2,400,000	\$2,400,000			
Redondo Beach	MR312.42	Inglewood Ave at Manhattan Beach Blvd intersection improvements (Southbound right turn lane)		\$5,175,000	\$0	\$5,175,000	\$5,175,000			
Redondo Beach	MR312.75	Kingsdale Ave at Artesia Blvd Intersection Improvements	CHG	\$992,000	\$300,000	\$1,292,000	\$992,000	\$300,000		
		<b>TOTAL REDONDO BEACH</b>		\$13,251,000	\$1,850,000	\$15,101,000	\$13,251,000	\$1,850,000	\$0	\$0
Torrance	MR312.10	Pacific Coast Highway at Hawthorne Blvd intersection improvements		\$20,597,000	\$0	\$20,597,000	\$20,597,000			
Torrance	MR312.18	Maple Ave at Sepulveda Blvd Intersection Improvements <b>(Completed)</b> (Southbound right turn lane)		\$319,900	\$0	\$319,900	\$319,900			
Torrance	MR312.23	Torrance Transit Park and Ride Regional Terminal Project 465 Crenshaw Blvd		\$25,700,000	\$0	\$25,700,000	\$25,700,000			
Torrance	MR312.26	I-405 at 182nd St. / Crenshaw Blvd Operational Improvements		\$15,300,000	\$0	\$15,300,000	\$15,300,000			
Torrance	MR312.40	Pacific Coast Highway at Vista Montana/Anza Ave Intersection Improvements		\$2,900,000	\$0	\$2,900,000	\$2,900,000			
Torrance	MR312.58	Pacific Coast Highway from Calle Mayor to Janet Lane Safety Improvements <b>(Completed)</b>		\$852,000	\$0	\$852,000	\$852,000			
Torrance	MR312.59	Pacific Coast Highway at Madison Ave Signal upgrades to provide left-turn phasing <b>(Completed)</b>		\$500,000	\$0	\$500,000	\$500,000			
Torrance	MR312.60	Crenshaw from Del Amo to Dominguez - 3 SB turn lanes at Del Amo Blvd, 208th St., Transit Center Entrance, Signal Improvements at 2 new signal at Transit Center		\$3,300,000	\$0	\$3,300,000	\$3,300,000			
Torrance	MR312.63	PCH at Crenshaw Blvd Intersection Improvements		\$500,000	\$0	\$500,000	\$500,000			
Torrance	MR312.76	Plaza Del Amo at Western Ave (SR-213) Improvements		\$2,784,000	\$0	\$2,784,000	\$2,784,000			
		<b>TOTAL TORRANCE</b>		\$72,752,900	\$0	\$72,752,900	\$72,752,900	\$0	\$0	\$0
		<b>TOTAL SOUTH BAY</b>		\$441,340,330	\$7,773,000	\$449,113,330	\$389,780,330	\$30,733,000	\$7,000,000	\$21,500,000



# MONTHLY SBCCOG TRANSPORTATION REPORT

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COVERING January 2023

Edited by Steve Lantz

SBCCOG Transportation Director

# FEDERAL

## **L. A. Metro Secures Over \$1 Billion From The FTA For New Starts Transit Projects**

On January 27th, the Federal Transit Administration (FTA) issued its Fiscal Year 2023 full-year funding tables which detail their support for transit programs and projects across the United States from the FTA's Section 5309 Capital Investment Grants (CIG) Program and Section 3005(b) Expedited Project Delivery (EPD) Pilot Program, which fund the construction of major transit projects.

Metro received an allocation of just over \$1.1 billion for the following projects: Westside Purple Line Extension Section 1: \$313 million; Westside Purple Line Extension Section 2: \$250 million; Westside Purple Line Extension 3: \$250 million; and the East San Fernando Valley Transit Corridor Phase 1: \$250 million. In addition, the FTA allocated \$59.6 million in funding for the Westside Purple Line Extension Section 3, consistent with Section 165 of the Consolidated Appropriations Act.

## **US DOT Denies Federal Funding For I-105 Metro Express Lanes, West Santa Ana Branch**

Two transportation projects have been denied federal MEGA grant funding on January 10<sup>th</sup>. The denial impacts funding for the West Santa Ana Branch light rail line and Metro Express Lane expansion to the 105 freeway. LA Metro applied for \$400m for West Santa Ana Branch (WSAB) and \$45m for 105 ExpressLanes. The stated reasons for denying funding portend difficulty LA Metro may face seeking future federal grants: not cost-effective, not submitting a required analysis, and not having the capacity to carry out project.

## **NTSB Head Warns Of Risks Posed By Heavy EVs Colliding With Lighter Cars**

Jennifer Homendy, the head of the National Transportation Safety Board, expressed concern in a speech to the Transportation Research Board on January 11<sup>th</sup> about the safety risks that heavy electric vehicles pose if they collide with lighter vehicles. She noted that an electric GMC Hummer weighs about 9,000 pounds, with a battery pack that alone is 2,900 pounds (1,300 kilograms) — roughly the entire weight of a typical Honda Civic. Ford's F-150 Lightning EV pickup is 2,000 to 3,000 pounds (900 to 1,350 kilograms) heavier than the same model's combustion version. The Mustang Mach E electric SUV and the Volvo XC40 EV, she said, are roughly 33% heavier than their gasoline counterparts.

Some battery chemistries being developed have the potential to pack more energy into less mass. But for now, there's a mismatch in weight between EVs and smaller internal combustion vehicles. EVs also deliver instant power to their wheels, making them accelerate faster in most cases than most gas-powered cars, trucks and SUVs.

Michael Brooks, executive director of the nonprofit Center for Auto Safety is also concerned about the weight of EVs because buyers demand a range of 300 or more miles per charge, requiring the heavy batteries. In 2011, the National Bureau of Economic Research published a paper that said being hit by a vehicle with an added 1,000 pounds increases by 47% the probability of being killed in a crash.

Sales of new electric vehicles in the U.S. rose nearly 65% last year to 807,000 — about 5.8% of new vehicle sales. The Biden administration has set a goal of having EVs reach 50% of new vehicle sales by 2030 and is offering tax credits of up to \$7,500 to get there. The consulting firm LMC Automotive expects EVs to make up one-third of the new-vehicle market by 2030.

# STATE

## **CALSTA Awards Inglewood Transit Connector \$407 Million State TIRCP Grant**

The California State Transportation Agency announced on January 31<sup>st</sup> that the Inglewood Transit Connector (ITC) project has been granted \$407 million in TIRCP funds.

The ITC is a 1.6-mile automated transit system that will connect the Metro K (Crenshaw/LAX) Line Downtown Inglewood Station to the City's sports and entertainment venues, and housing and commercial centers. With a station serving downtown Inglewood at Market Street, and two stations along Prairie Avenue, the ITC has been designed to provide rail transit service to the Kia Forum, Sofi Stadium and Hollywood Park, as well as Intuit Dome, which opens in 2024.

The \$407 million investment comes from the \$1.3 billion that was designated for projects in Southern California through the Transit and Intercity Rail Capital Program (TIRCP). TIRCP is part of California Climate Investments, a statewide program that puts billions of Cap-and-Trade dollars to work reducing greenhouse gas emissions, strengthening the economy, and improving public health and the environment – particularly in disadvantaged communities. The City and JPA are also working with the Federal Transit Agency to secure a Capital Investment Grant, which is necessary to fully fund the approximately \$1.5 billion infrastructure project. For more information, please visit [www.envisioninglewood.org](http://www.envisioninglewood.org).

## **Newsom's Proposed FY 2023/24 Budget Reduces Transit Funding By \$2 Billion**

With California now looking at a \$22.5 billion budget deficit, Governor Newsom on January 10<sup>th</sup> proposed a 2023/24 state budget that would reduce the current \$7 billion transit infrastructure budget by \$2 billion over three years. The Governor is also calling for a \$200 million cut to bicycle and pedestrian programs and delaying \$350 million in funding to improve rail crossing safety from FY 2023/24 to FY 2025/26.

Most of his suggested cuts are in the climate investments and transportation budget that was increased last year when the California budget was flush. Specifically, the Transit and Intercity Rail Program (TIRCP), which is grant-based and funds things like the Inglewood Transit Connector project, will see a reduction of \$2 billion in future funding, and last year's one-time boost for the Active Transportation Program (ATP), which funds projects that support biking and walking, will be reduced by half. However, Newsom proposes a bit of fiscal sleight of hand for the ATP program by noting that \$300 million of the ATP budget could be backfilled from state highway funds, and the remaining \$200 million could be shifted from future years of the current ATP Cycle 6 grant program.

The proposed cuts come at a difficult time for transit. Ridership and revenue plummeted during COVID, and has not yet recovered, while costs are increasing, fleet electrification is looming, and emergency federal funding is about to run out. Transit advocates are calling the budgetary challenges a "transit fiscal cliff".

This is a first-draft budget, released in January to get discussions started. Governor Newsom will release a revised version in May that will reflect updated revenue estimates. If tax revenue this year or next comes in higher than estimated, or if unknown-as-yet federal investments are substantial, some of these budget shifts could be reversed.

## **Effective January 1<sup>st</sup> CARB Bans Diesel Buses and Large Diesel Trucks Made Before 2010**

The CARB rule, which was adopted in 2008, applies to pre-2010 diesel engines in vehicles that weigh at least 14,000 pounds. Those who keep the vehicle but have the engine replaced with an engine made 2010 or later are exempt from the rule.

The Air Resources Board has said 2010 and newer engines do a better job of filtering out harmful particulate matter. The agency estimates an estimated 200,000 vehicles have yet to comply with the rule, including roughly 70,000 big rig trucks, or about 10% of the commercial motor vehicles operating in the state. State regulators have said that while big rigs make up about 6% of vehicles registered in the state, they account for more than half of the pollution emitted from mobile sources.

To enforce the rule, the California Department of Motor Vehicles will deny registration for vehicles that are not in compliance. In addition, a CARB enforcement unit will audit fleets, do inspections, and issue citations if necessary. The agency is also working with the federal Environmental Protection Agency to help enforce the rule for vehicles coming from out of state.

## **New California Law Requires Drivers To Change Lanes When Passing Bicyclists**

For nearly a decade, California motorists have been required to maintain a distance of 3 feet when passing bicyclists. AB 1909, which took effect January 1<sup>st</sup>, requires drivers to change lanes, when possible, to provide more space to bicyclists as they pass.

The new law still requires motorists to maintain a 3-foot buffer between themselves and bicyclists when passing cyclists traveling in the same direction. However, if not enough space is available, drivers are now required to slow down and pass without endangering the bicyclist. Drivers have to consider other factors, such as road conditions and weather, when identifying appropriate times to pass if not enough space is available for the 3-foot gap.

Penalties may vary by county, but anyone who violates the law faces at least \$238 in fines and fees. If a bicyclist is injured, the total amount could be at least \$982.

# REGION

## **L. A. Metro Releases Draft EIR Released For C Line Extension To Torrance**

L. A. Metro has released a draft environmental impact report (DEIR) for an extension of the C (Green) Line to Torrance. The DEIR documents can be viewed at:

[https://www.dropbox.com/sh/nn9qo1wix6ror76/AAAA4oiZBOcXvxmTmB1QthKWa/2023%20Draft%20EIR?dl=0&subfolder\\_nav\\_tracking=1](https://www.dropbox.com/sh/nn9qo1wix6ror76/AAAA4oiZBOcXvxmTmB1QthKWa/2023%20Draft%20EIR?dl=0&subfolder_nav_tracking=1).

Metro will hold the following public meetings related to the C (Green) Line Extension DEIR:

### **City of Lawndale**

Wednesday, February 15, 5:30–8:30pm  
Lawndale High School  
Centinela Valley Center for the Arts  
14901 S Inglewood Av, Lawndale 90260

### **Virtual Meeting On Zoom**

Thursday, February 16, 11am–1pm  
to join, scan the QR code or visit  
Link: [bit.ly/cletdeirmtg](https://bit.ly/cletdeirmtg)  
Phone: 833.548.0282 (toll free)  
Meeting ID: 895 3678 6223

**City of Torrance**

Tuesday, February 21, 5–8pm  
 Torrance Cultural Arts Center  
 Toyota Meeting Hall  
 3330 Civic Center Dr, Torrance 90503

**City of Redondo Beach**

Wednesday, February 22, 5–8pm  
 Redondo Beach Performing Arts Center  
 1935 Manhattan Beach Bl,  
 Redondo Beach 90278

**Weekend Public Hearing**

Saturday, February 25, 10am–1pm  
 Lawndale High School  
 Centinela Valley Center for the Arts  
 14901 S Inglewood Av, Lawndale 90260

Public comments on the DEIR are being accepted through March 27<sup>th</sup>. During the review period, the public has an opportunity to comment on the Draft EIR and attend virtual and in-person public hearings. Written comments can be submitted by email at [greenlineextension@metro.net](mailto:greenlineextension@metro.net) or by phone at 213.922.4004.

The DEIR evaluates three potential routes for the C Line extension and their environmental impacts. The project would add new stations near the South Bay Galleria and the Torrance Transit Center, with expected ridership ranging between 4,700 and 5,400 daily passengers.

The three alternatives being evaluated for the C Line extension are:

- Metro ROW Elevated/At-Grade Alignment: Follows the Metro ROW for the length of the Project from the existing Marine Station to the Torrance Transit Center, with an elevated segment, followed by an at-grade segment.
- Trench Option: Follows the Metro ROW for the length of the project, with below-grade trench segments between Inglewood Avenue and 182nd Street
- Hawthorne Option: Leaves the Metro ROW to run along Interstate 405, then 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 is elevated.

## FEDERAL, STATE & LOCAL TRENDS / INNOVATION

### What Can Be Done To Reduce Traffic Deaths On Local Streets?

The January 20<sup>th</sup> issue of The Essential California Newsletter featured an article offering solutions for reducing street crash deaths. Preliminary data show 312 people were killed in crashes on L.A. streets in 2022, with one person dying in traffic every 28 hours. Half of those victims were people fatally struck by cars while walking. More than 1,500 other road users were seriously injured in crashes last year.

Safety officials typically point to a combination of engineering, education and enforcement — known as the three E’s — as the model for saving lives. But with many communities across the nation experiencing decades-high traffic deaths, there’s been momentum to think beyond that traditional triangle in favor of a “safe system approach.” So what does a safe system approach look like? A main component is redesigning streets to be “self-enforcing” — building roadways that encourage slower, more attentive driving with features like:

- **Protected left turns** separate the time pedestrians have to cross a street from the time drivers turn through crosswalks.
- **Leading pedestrian intervals** give pedestrians a head start at intersections.
- **Raised crosswalks** make pedestrians more visible and signal drivers to slow down at crossings.
- **Protected bike lanes** provide people on bicycles a separate space to ride, decreasing interactions with drivers.
- **Daylighting intersections** improves visibility by prohibiting car parking near crosswalks and corners.
- **Curb extensions** force drivers to make wider, slower right turns at intersections.
- **Narrowing vehicle lanes** compels drivers to slow down.
- **Reducing speed limits** enables factoring in safety concerns and road design, not just considering current traffic speeds.
- **Automated speed cameras** can cite far more dangerous drivers than a traffic cop without bias. A state bill to create a school zone pilot program in a handful of California cities has so far failed to pass.
- **In-vehicle drunk-driving detection systems** could reduce traffic deaths by 30%.
- **Intelligent speed assistance systems** issue an in-vehicle alert to the driver and automatically slow down the vehicle when the driver exceeds local speed limits.



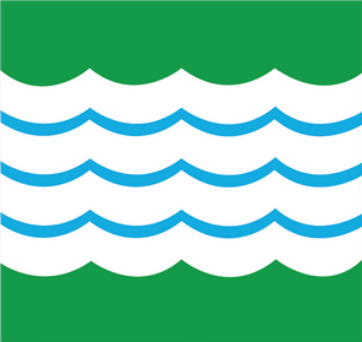
**SBCCOG 3-Month Look Ahead**

**Updated 2/1/23**

**Attachment D**

February 2023	March 2023	April 2023	May 2023
<p>2. Transit Operators Working Group</p> <p>3. Metro South Bay Service Council</p> <p>8. Infrastructure Working Group</p> <ul style="list-style-type: none"> <li>Measure R South Bay Highway Program Metro Budget Request recommendation</li> <li>Update on I-105/I-405 ICM Project</li> </ul> <p>13. SBCCOG Transportation Committee</p> <ul style="list-style-type: none"> <li>Measure R South Bay Highway Program Metro Budget Request recommendation</li> <li>C-Line Draft EIR discussion</li> </ul> <p>13. SBCCOG Steering Committee</p> <p>23. Metro Board</p> <p>23. SBCCOG Board</p> <ul style="list-style-type: none"> <li>Measure R South Bay Highway Program Metro Budget Request action</li> </ul>	<p>2. Bus Tour re: C Line</p> <p>8. Infrastructure Working Group</p> <ul style="list-style-type: none"> <li>GEO SEARCH – ground penetrating radar tech</li> </ul> <p>9. Transit Operators Working Group</p> <p>10. Metro South Bay Service Council</p> <p>13. SBCCOG Transportation Committee</p> <ul style="list-style-type: none"> <li>Update on I-105/I-405 ICM Project</li> <li>C-Line Draft EIR discussion &amp; possible recommendation</li> </ul> <p>13. SBCCOG Steering Committee</p> <ul style="list-style-type: none"> <li>C-Line Draft EIR discussion &amp; possible recommendation</li> </ul> <p>23. Metro Board</p> <p>23. SBCCOG General Assembly (No Board Meeting)</p>	<p>6. Transit Operators Working Group</p> <p>10. SBCCOG Transportation Committee</p> <ul style="list-style-type: none"> <li>Measure M South Bay Metro Budget Request recommendation</li> <li>Metro presentation on re-imagining Metro system safety</li> </ul> <p>10. SBCCOG Steering Committee</p> <p>12. Infrastructure Working Group</p> <ul style="list-style-type: none"> <li>Measure M South Bay Metro Budget Request recommendation</li> </ul> <p>13. Metro South Bay Service Council</p> <p>27. Metro Board</p> <p>27. SBCCOG Board Measure M South Bay Metro Budget Request action</p>	<p>4. Transit Operators Working Group</p> <p>8. SBCCOG Transportation Committee</p> <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>

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# SOUTH BAY CITIES COUNCIL OF GOVERNMENTS

South Bay Cities Council of Governments



## BUSTOUR

**SPACE  
IS  
LIMITED**

**Thursday, March 2, 2023  
1:00 pm - 5:00 pm**

- Departure Location: SBCCOG Office 2355 Crenshaw Blvd., Suite 125 Torrance, CA 90501
- Opportunity to review Expo and Gold Line areas that are similar to what is proposed for the South Bay Green Line (C) Extension
- Priority to elected officials, then city staff, commissioners and the public
- Brown Act requirement: no council quorums

**RSVP by Feb 20 to [jacki@southbaycities.org](mailto:jacki@southbaycities.org)**

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