

South Bay Cities Council of Governments

Infrastructure Working Group (IWG)

AGENDA

Wednesday, January 11, 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](https://us06web.zoom.us/join/https://us06web.zoom.us/meeting/register/tZYoce-ppjMsHNDt3mur9Jcx0Uud3D3dSa3l)

Future IWG meetings are scheduled to be held:

February 8, 2023 (Public) March 8, 2023 (Agency Only)

12:00 pm November 9, 2022 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**
- **L.A. 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 / Measure M MSP FY 2023-24 Annual Program Update

1:00 pm Roundtable Discussion: Issues/Topics of Interest for 2023 IWG meetings

1:25 pm SBCCOG Transportation Report covering December 2022 (Attachment B)

1:28 pm 3-Month Look Ahead (Attachment C)

1:30 pm Announcements / Adjournment – *Next meeting February 8th (Public)*

To propose an item for the next meeting agenda, e-mail to 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 Meeting Notes – November 9, 2022 (Held via Zoom)

Attendees: Ted Semaan, Chair (Redondo Beach); Kevin Kwak (Gardena); Severin Martinez (LA City); Erick Lee, Erik Zandvliet, Helen Shi, Katie Doherty (Manhattan Beach); Shin Furukawa (Torrance); Sergio Carvajal, Namrata Sen (Caltrans); Nicole Mi, Maggie Cheung (LACDPW); Isidro Panuco, Paul Backstrom, Ed Alegre, David Leyzerovsky (Metro); Hina Chanchlani (SCAG); Jacki Bacharach, Steve Lantz, Wally Siembab, Jonathan Pacheco Bell, Aaron Baum, David Leger (SBCCOG); Constance Turner (SCE); Megan White, Jagmeet Khangura, Jason Haney (Black & Veatch); Alan Clelland (DKS); Marcy Szarama (Destination Enterprises); Ariel Godwin (Gentec Solutions); Natasha DeBenon (Ghiradelli Associates); Asheesh Pradhan (Group Delta); Diego Cadena (HDR); Alek Hovsepian (Iteris); Bill Stracker (JM Diaz); Justin Gatz (Kimley-Horn); Myriam Frausto (Mark Thomas); Marc Violett (Michael Baker); Janna McKhann (Nextech Systems); Alan Pullman (Studio 111)

- I. **Self-Introductions and Approval of October 12, 2022 IWG Meeting Notes** – Mr. Semaan called the meeting to order at 12:04 pm. The October 12, 2022 meeting notes were approved without objection.
- II. **Agency & Other Update Reports**
 - A. SBCCOG: Ms. Bacharach announced that the SBCCOG will be holding an open house Thursday 11/18 at 4:30 pm. At the Board meeting later that evening, there will be a brief recognition ceremony for SBCCOG Boardmembers who did not seek re-election. Ms. Bacharach also reported that the SBCCOG has tentatively received a \$500k LATA broadband grant from the CPUC. Due to confusion at the CPUC as to whether or not COGs were eligible entities, the funding has been “reserved” and will be officially awarded upon resolution of the eligibility issue. The SBESC continues to assist with community meetings and workshops to promote energy/water conservation programs. The General Assembly will take place Thursday 3/23/23 at the Carson Community Center. The program is currently under development.
 - 1) Local Travel Network: Ms. Bacharach reported that the SBCCOG Board will be deciding on a brand/logo for the LTN at the 11/18 meeting. She also noted that she was invited to speak at a joint CARB/CTC/HCD meeting in Riverside last week to comment on the CAPTI and the LTN. There was a lot of positive feedback, and she was invited to the December CTC meeting to present on it in more detail. Mr. Baum added that the SBCCOG will also be participating in a discussion panel at the upcoming CoMotionLA event on 11/18. Mr. Baum also mentioned that the SBCCOG held an LTN/public safety focus group with representatives from South Bay law enforcement agencies.
 - B. South Bay Traffic Forum (LACDPW): Ms. Mi reported that the construction contract for the Prairie Ave TSSP project is expected to be awarded in December, with construction completed in December 2023. The other TSSP projects are currently in design. The detailed updates are included in a written report available here: https://southbaycities.org/wp-content/uploads/2022/11/HANDOUT_LACDPW-updates-November-2022-Final.pdf
 - C. LA Metro
 - 1) LA Metro Board Actions
Although not a Board action, Mr. Panuco reported that the Complete Streets/Highway Department at Metro is proposing a new on-call bench of consultants. Metro is helping cities with some of their projects through this bench as needed.
 - 2) Metro TAC & Streets and Freeways
No Metro TAC update was provided.

Mr. Zandvliet announced that the Streets and Freeways Subcommittee met in October and received updates on: Metro’s Active Transportation Strategic Plan; Metro’s effort to implement a fare capping policy by the end of the year; ATP Cycle 6 awards of \$850M at the state level (\$240M of which went to LA County projects) were announced, with the 49 unfunded projects now being sent to MPOs for potential funding from more local ATP grants. A new alternate to the subcommittee should be identified as Prem Kumar retired earlier in the year.
 - D. Caltrans South Bay Projects
Mr. Carvajal introduced Namrata Sen who is assuming the position previously held by Jimmy Shih. Project updates

are available here: https://southbaycities.org/wp-content/uploads/2022/11/HANDOUT_Caltrans-Nov.2022-Updates.pdf

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

Mr. Lantz reported that most lead agency one-on-one meetings have been completed. Applications for additional funding for existing projects are due December 1st. New project applications are due by January 16th. New projects will be considered if there is adequate funding remaining after addressing additional funding requests for existing projects.

IV. ADUs and Infrastructure – SBCCOG REAP Project

Ms. Khangura gave a brief overview of the SBCCOG's Regional Early Action Planning (REAP) project which aims to evaluate the efficacy of ADUs as a housing solution in the South Bay. Part of that project includes an analysis of the impacts of ADUs on city infrastructure. Public Works Directors and staff in attendance provided responses to some questions posed by the Black and Veatch team. Additional individual discussions with Public Works departments will be scheduled.

V. New Administrative Procedures for Measure M MSPs and Measure R Highway Grants

Mr. Backstrom presented on Metro's new administrative procedures for projects applying for Measure M MSP and Measure R Highway grant funding which go into effect January 2023. These procedures aim to implement Metro's 2014 Complete Streets Policy and other Metro Board motions by requiring the use of a complete streets checklist. The purpose is to reinforce and support local efforts to improve streets for all users, and to encourage project sponsors to incorporate needs of vulnerable road users into project planning/design. This new requirement will not force lead agencies to change the project, nor provide penalties/rewards for any responses given. The full presentation is available here: https://southbaycities.org/wp-content/uploads/2022/11/PRESENTATION_New-Admin-Procedures-for-MM-MSPs-and-MR-Hwy.pdf

VI. Spotlight Presentation: Metro Multimodal Highway Objectives

Mr. Panuco provided an overview of Metro's Multimodal Highway Objectives. In June 2022, the Metro Board approved new objectives for multimodal highway investments (available [here](#)). Recognizing the County's history of inequitable highway investment/construction policies, the Metro Board adopted new objectives that aim to work with local communities to reduce disparities caused by the existing highway system as well as develop holistic approaches to maintain and improve the quality of life in those communities. Mr. Panuco reviewed the 6 objectives listed in the Metro Board item. Mr. Panuco's presentation can be viewed here: <https://youtu.be/rgZ3HCm9HjI?t=4541>

VII. SBCCOG Transportation Report Covering October 2022 – Received and filed.

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

IX. Announcements & Adjournment

Mr. Semaan adjourned the meeting at 1:40 p.m. until January 11th, 2023 (public meeting). To propose an item for the agenda, please email David Leger (DavidL@southbaycities.org) by January 3, 2023.

Attachment B



MONTHLY SBCCOG TRANSPORTATION REPORT

COVERING DECEMBER 2022

Edited by Steve Lantz

SBCCOG Transportation Director

FEDERAL

Congress Approves Spending Bill Including Metro Earmark Requests

On December 22nd, the U.S. Senate adopted a \$1.7 trillion government funding bill sending the measure to the U.S. House of Representatives which approved the bill on December 23rd. The spending bill includes robust funding for the U.S. Department of Transportation including funding for several federal transportation programs through September 2023 - consistent with the Bipartisan Infrastructure Law signed by President Biden last year.

The bill includes over \$4 billion for the Capital Investment Grant Program which will allow the Federal Transit Administration to fund projects with Full Funding Grant Agreements. With respect to L. A. Metro's earmark requests, the bill includes \$10 million for the West Santa Ana Branch Transit Corridor Project, \$5 million for the Pasadena to North Hollywood BRT Project, \$4 million for the Rail to River Project, \$2.5 million for the SEED School/Transit Plaza, and \$2 million for the Vermont Transit Corridor Project.

STATE

CARB Adopts New Climate Change Strategy; Rules To Follow

The California Air Resources Board on December 15th unanimously approved a sweeping state scoping plan to battle climate change, creating a new blueprint for the next five years to cut carbon emissions, reduce reliance on fossil fuels and speed up the transition to renewable energy.

The air board held three hearings and multiple workshops over the past six months to obtain public comments. The California Independent Petroleum Association criticized the plan claiming it is too ambitious in eliminating fossil fuels from California and would result in California becoming solely dependent on foreign oil.

The 297-page strategy outlines the most comprehensive and detailed plan for getting to net zero in the world. It sets an aggressive target of cutting greenhouse gases by 48% below 1990 levels by 2030, up from the 40% by 2030 required by state law. The ultimate goal is to cut use of oil 94% and become carbon neutral — which means the amount of carbon removed is greater than the carbon generated — by 2045.

To meet the plan's targets, state officials project that California over the next 20 years will need about 30 times more electric vehicles, six times more household electric appliances to replace gas appliances and four times more wind and solar generation capacity. Achieving the targets would cost \$18 billion in 2035 and \$27 billion.

The plan, which is updated every five years, includes offshore wind development, climate-friendly housing construction, cleaner aviation fuels, reducing vehicle miles traveled, and fast-tracking carbon removal projects. If CARB adopts rules and other measures to implement the strategy, the agency projects that the following major changes will occur:

- Californians will be driving electric cars

- Californians will be sharing the road with cleaner trucks
- More Californians will live in climate-friendly homes with heat pumps, electric appliances, electric vehicle charging, and rooftop solar and battery storage systems
- California's economy will grow, with an increased share of green jobs
- California's electricity use will increase by as much as 68% by 2045 with 160 new gigawatts from solar and at least 20 gigawatts from new offshore wind farms.
- Carbon dioxide will be captured and stored underground to remove 15% of GhG emissions.

California's GhG emissions fell a remarkable 8.7% in 2020 amidst pandemic-induced economic disruptions and travel restrictions. Transportation-sector emissions accounted for 37.9% of California's total emissions in 2020, down from 41.2% in 2019. While sales of battery electric, plug-in hybrid, and hydrogen vehicles increased significantly in 2021, they still only accounted for 2.8% of all registered on-road vehicles in California in 2021, up from 2.2% in 2020.

Although the significant drop in emissions has helped the state make progress toward its 2030 climate targets, it masks a rise in pollution from in-state power generation, as stubbornly-slow renewable energy growth threatens California's transition to carbon neutrality. At the same time, a drop in emissions from the transportation sector for the third-consecutive year could signal a breakthrough in the state's largest source of climate pollution, if pandemic-era shifts towards hybrid work remain and electric vehicle adoption continues to rise.

L.A. Metro Seeks State TIRCP Funding For Three Rail Projects

On December 2nd, L. A. Metro approved a funding application package for three key light rail projects to compete for \$1.9 billion in supplemental funding from the State of California's Transit and Intercity Rail Capital Program, also known as TIRCP. The State is expected to announce project awards on January 31, 2023.

This round of funding from the TIRCP was made possible by last year's state budget surplus and is a unique opportunity for Metro to add funding – and preserve funding commitments – for these vital projects. With dozens of projects in Metro's planning pipeline, the Metro Board selected these projects because they best meet the TIRCP qualifying criteria: state of project readiness; the projects improve transit inequities in vulnerable communities; and the projects already have significant federal and/or local funds committed.

The L.A. Metro Board unanimously voted to submit an application to the State for:

- \$600 million for the East San Fernando Valley Transit Corridor, a nine-mile light rail line that will run between the G (Orange) Line's Van Nuys Station and the Sylmar/San Fernando Metrolink Station;
- \$798 million for the L (Gold) Line Foothill Extension Project in the San Gabriel Valley between the future Pomona Station and the city of Montclair. An extension of the L Line between Azusa and Pomona is currently under construction; and \$500 million for the West Santa Ana Branch Transit Corridor, a 19.3-mile light rail line between Artesia and the cities and communities of Southeast L.A. County and Union Station in downtown Los Angeles.

REGION

L.A. Metro to Host Telephone Town Hall on 2023-2024 Budget Process

L. A. Metro is inviting the public to provide feedback about the agency's Fiscal Year 2024 Budget process during a live, interactive Telephone Town Hall on Tuesday, January 17, from 6 to 7 p.m. Participants can register in advance for Metro's Telephone Town Hall meeting at <https://tthm.wufoo.com/forms/metro-telephone-town-hall-signup/>.

The public may also join the meeting using the following phone numbers on the specific date and time of the meeting: In [English](#) 888-400-1932; In [Spanish](#) 888-400-9342.

The FY24 Budget process will wrap up with a legally required public hearing in mid-May 2023 followed by adoption of the budget a week later at the Metro Board of Directors' May 25, 2023 meeting. For more information about Metro's Budget, visit <https://budget.metro.net>

Los Angeles City To Receive \$200M For Active Transportation Projects

The City of Los Angeles was awarded more than \$200 million in State Active Transportation Program (ATP) grants by the California Transportation Commission (CTC) on December 7th. The ATP grants fund projects that support and encourage transportation through active modes such as walking, biking, and taking transit by making streets safer and more accessible to people traveling by these means.

Wilmington Safe Streets – A People First Approach was awarded \$32.33 million. The project will provide needed active transportation connections for the low-income Wilmington community adjacent to the Port of Los Angeles. The project will install Class II, III, and IV bike facilities, pedestrian and ADA improvements, and traffic calming measures to improve safety for all modes.

In 2013, California Governor Jerry Brown signed legislation creating the Active Transportation Program (ATP) in the Department of Transportation (Senate Bill 99, Chapter 359 and Assembly Bill 101, Chapter 354). The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SRTS), into a single program with a focus to make California a national leader in active transportation.

L.A. Metro Seeks Proposals For Wheelchair-Accessible Vehicle Services

LA Metro released a Solicitation for Proposals on December 5th for up to \$7.8 million through a new State "Access for All Program" which is administered by Metro in L. A. County. The program goal is to expand access to on-demand wheelchair-accessible vehicle services in Los Angeles (LA) County.

The Access for All (AFA) Program was established in 2018 by Senate Bill 1376, which directed the California Public Utilities Commission (CPUC) to establish a program relating to the accessibility of transportation network companies' (TNCs, e.g., Uber & Lyft) services for persons with disabilities, including wheelchair users who need a wheelchair-accessible vehicle (WAV). New funding becomes available annually from the CPUC based on the number of TNC passenger trips in Los Angeles County for the previous year.

Proposals from eligible operators are due via email to accessforall@metro.com on February 6th at 5 p.m. Additional information on the solicitation is available at:
<https://www.dropbox.com/scl/fo/2r89a0viz9t6yhnaedmrt/h?dl=0&rlkey=tirkg0v5i5rq9398orr5towuu>

FEDERAL, STATE & LOCAL TRENDS / INNOVATION

Make Room For Minicars & Perhaps They Will Come

As the South Bay is implementing its Local Travel Network, will the new infrastructure sufficiently incentivize a mode shift to minicars? If so, the innovation should be welcomed. If not, would purchase incentives and rebates provide the tipping point to justify the infrastructure changes?

There's a new generation of electric vehicles emerging in cities around the world: small, weather-protected urban runabouts that fall between two-wheeled EVs and traditional cars. These "minicars" are already widespread in East Asia, and they're gaining popularity in Europe as well. In Japan, lightweight "kei cars" are fixtures of the nation's crowded cities with minicars now representing around 40% of Japanese automobile sales.

Despite myriad variations in size, shape and top speed, the current crop of minicars share a few essential characteristics: They're electric, with batteries that can be charged in a standard electrical outlet. They're significantly smaller and lighter than traditional automobiles, and most are slower. But they are more stable and substantial than battery-powered bikes, scooters or mopeds, with three or four wheels and usually some kind of shell to protect occupants from weather. Last but not least, minicars generally cost somewhere between \$4,000 and \$20,000 — well below the price of a new car, but more than e-scooters and e-bikes.

The California Department of Motor Vehicles differentiates between low-speed vehicles (LSVs) operating on public streets and golf carts or other conveyances for use primarily on or near private property. LSVs must meet federal safety standards, be insured, be certified by CARB, and be operated by a licensed driver. They are registered as passenger vehicles and issued automobile plates. There are also state and local laws governing the types of streets and state highways on which an LSV can be operated.

The reduced size and efficient charging of minicars could address two of the most pressing transportation challenges in the US: reducing road deaths and cutting greenhouse gas emissions. Minicars are better for the planet, devouring much less energy and resources for propulsion and manufacture. Their batteries are a fraction of those underpinning electric SUVs and trucks. A Hummer EV's battery weighs around 3,000 pounds, roughly 30 times the size of Nimbus's battery pack. Smaller batteries require less lithium, cobalt and nickel — essential minerals whose shortages have hobbled electric vehicle manufacturing. Even a modest shift toward miniature EVs would free up precious material, and potentially catalyze the transition from fossil fuels. And vehicle insurance is a fraction of the cost of a full-sized car.

Urban design projects like the groundbreaking and innovative South Bay Local Travel Network provide a blueprint for the transition from mega-Escalades to mini-EVs. But the benefits of minicars will remain untapped unless they can be used legally and safely both within local jurisdictions and across adjacent jurisdiction's street grids to create a safe sub-regional network of connected slow-speed lanes.

Public officials have one other option available to encourage a mode shift to minicars. In addition to providing safer streets for all users, federal, state and local jurisdictions can subsidize the purchase of minicars. Congress whiffed on its golden opportunity to incentivize minicars with the Inflation Reduction Act in early 2022 in which the final version of the bill offered \$7,500 toward buying a full-size electric car — and nothing for a smaller EV or e-bike. However, changes in federal and state EV tax credit rules are very dynamic as of the beginning of 2023, so buyers concerned about rebates should become fully informed of current incentives and eligibility requirements before they purchase a full-size or mini-EV.

Perhaps the combination of infrastructure reallocation and the potential for mini-electric vehicle subsidies will provide the tipping point to finally achieve sustainable mobility at a neighborhood scale.

Note: This article was excerpted and edited from an article that originally appeared in Bloomberg News.

SBCCOG 3-Month Look Ahead**Updated 1/2/23****Attachment C**

January 2023	February 2023	March 2023	April 2023
<p>5. Transit Operators Working Group</p> <ul style="list-style-type: none"> Measure R/M Metro Budget Request status update <p>9. SBCCOG Transportation Committee Meeting</p> <ul style="list-style-type: none"> Measure R/M Metro Budget Request status update Metro presentation on rail lines state of good repair <p>9. SBCCOG Steering Committee Meeting</p> <p>11. IWG Meeting</p> <ul style="list-style-type: none"> Measure R/M Metro Budget Request status update <p>13. Metro South Bay Service Council Meeting (2pm)</p> <p>26. Metro Board Meeting</p> <p>26. SBCCOG Board Meeting</p>	<p>2. Transit Operators Working</p> <p>3. Metro South Bay Service Council Meeting (9:30am)</p> <p>8. IWG Meeting</p> <ul style="list-style-type: none"> Measure R South Bay Metro Budget Request recommendation <p>13. SBCCOG Transportation Committee Meeting</p> <ul style="list-style-type: none"> Measure R South Bay Metro Budget Request recommendation Metro presentation on re-imagining Metro system safety <p>13. SBCCOG Steering Committee Meeting</p> <p>23. Metro Board Meeting</p> <p>23. SBCCOG Board Meeting</p> <ul style="list-style-type: none"> Measure R South Bay Metro Budget Request action 	<p>8. Transit Operators Working</p> <p>13. SBCCOG Transportation Committee Meeting</p> <p>13. SBCCOG Steering Committee Meeting</p> <p>8. IWG Meeting</p> <ul style="list-style-type: none"> GEO SEARCH – ground penetrating radar tech <p>23. Metro Board Meeting</p> <p>23. SBCCOG General Assembly (No Board Meeting)</p> <p>Metro South Bay Service Council Meeting (date TBD)</p>	<p>6. Transit Operators Working</p> <p>10. SBCCOG Transportation Committee Meeting</p> <ul style="list-style-type: none"> Measure M South Bay Metro Budget Request recommendation <p>10. SBCCOG Steering Committee Meeting</p> <p>12. IWG Meeting</p> <ul style="list-style-type: none"> Measure M South Bay Metro Budget Request recommendation <p>27. Metro Board Meeting</p> <p>27. SBCCOG Board Meeting</p> <ul style="list-style-type: none"> Measure M South Bay Metro Budget Request action <p>Metro South Bay Service Council Meeting (date TBD)</p>

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