

South Bay Cities Council of Governments

Transportation Committee Meeting

Monday, July 14, 2025 @ 10:30 a.m.

In Person ONLY at 357 Van Ness Way, #90, Torrance, CA 90501

PUBLIC COMMENTS:

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

AGENDA

- 10:30 a.m. Welcome / Self-Introductions**
- 10:31 a.m. Confirm Posting of the Agenda**
- 10:32 a.m. Public Comment**
- 10:35 a.m. Consent Calendar**
 - a. May 12, 2025 Transportation Committee Minutes (Attachment A) – Approve**
 - b. Transportation Report covering June 2025 (Attachment B) – Receive and File**
- 10:37 a.m. SBCCOG Transportation Working Group Updates**
 - a. Infrastructure Working Group – Chair Eric Zandvliet, Manhattan Beach**
 - b. Transit Operators Working Group – Chair Dana Pynn, GTrans**
 - c. Metro Service Council – Chair Don Szerlip, Metro South Bay Service Council**
- 10:45 a.m. Caltrans District 7 – Agency Updates – Sergio Carvajal, Caltrans**
- 10:50 a.m. Measure M Updates**
 - a. Measure M MSP Local Allocation Program Policies (Attachment C) – Recommend Board Approval**
 - b. Objective Measures for Measure M MSP Project Selection Criteria (Attachment D) – Recommend Board Approval**
- 11:20 a.m. Local Travel Network Project Management & Technical Services RFQ Consultant Bench Selection (Attachment E)**
- 11:35 a.m. Three Month Look Ahead (Attachment F) – Receive and File**
 - a. Suggest 'Spotlight' ideas for future meetings**
- 11:40 a.m. Announcements**
- 11:45 a.m. Adjournment**

*Next Transportation Committee meeting – Monday, August 11, 2025, 10:30 a.m.
To propose an item for the agenda, e-mail to: DavidL@southbaycities.org*

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South Bay Cities Council of Governments

Transportation Committee

May 12, 2025

Meeting Notes

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

SBCCOG BOARD CHAIR TANAKA CALLED THE MEETING TO ORDER AT 10:37 AM.

I. Welcome / Self-Introductions

In attendance were the following voting SBCCOG Board Members:

Chris Pimentel (El Segundo, Chair, 11:17 am arrival)

Rodney Tanaka (Gardena)

Alex Monteiro (Hawthorne)

Ray Jackson (Hermosa Beach)

Anne Yoon (LA County SD2)

Bubba Fish (LA County SD4)

Bill Uphoff (Lomita)

Nina Tarnay (Manhattan Beach)

Zein Obagi (Redondo Beach)

Britt Huff (Rolling Hills Estates)

Non-voting members:

James Butts (online, Inglewood)

Also in attendance:

David Mach (Torrance)

Shin Furukawa (Torrance)

James Lee (Torrance)

Ryan Plumb (Torrance)

Hashaam Younis (Torrance)

Daniel Lim (Torrance)

Elias Sassoon (El Segundo)

Akbar Farokhi (Hawthorne)

Jose Ibarra (Hawthorne)

Selena Acuna (Hawthorne)

DJ Torado (Hawthorne)

Deanna Fraley (Rancho Palos Verdes)

Aksel Palacios (LA City)

Tony Olmos (Inglewood)

Sergio Carvajal (Caltrans)

Andy Sywak (Metro)

Scott Arbuckle (Metro)

Fulgene Asuncion (Metro)

Minji Kwon (Metro)

Joe Lopez (Metro)

Matthew Lazo (Metro)

Mike Bohlke (Metro Deputy to Mayor Butts)

Matt Suska (LAPW)

Elizabeth Garcia (LAPW)

Lisa Trifiletti (Trifiletti Consulting)

Karly Katona (Trifiletti Consulting)

De Mai (DKS)

Vikas Manocha (Econolite)

David Leger (SBCCOG)

Jacki Bacharach (SBCCOG)

Jake Romoff (SBCCOG)

Anne Tsai (SBCCOG)

Michael Haddadin (Public)

II. Public Comment

No public comment.

III. Consent Calendar

A. April 14, 2025 Transportation Committee Minutes (Attachment A)

B. Transportation Report covering April 2025 (Attachment B)

MOTION by Committee Member Jackson, seconded by Committee Member Uphoff, to APPROVE the

consent calendar. Approved without objections.

IV. SBCCOG Transportation Working Group Updates

- A. **Infrastructure Working Group Update** – Mr. Zandvliet reported that the IWG received agency reports from Metro, Caltrans, and LA County at the April meeting. The group also discussed and recommended the annual Measure M program update to the Transportation Committee.
- B. **Transit Operators Working Group Update** – Ms. Tsai shared that the TOWG met on April 3 and shared takeaways from the Metro transit leadership summit. The TOWG also recommended the FY25-26 Measure R transit investment program update for Transportation Committee approval.
- C. **Metro Service Council** – Mr. Mach shared that the service council met on May 9 and heard updates on new Title VI equity policies, new fare gates installed at A Line stations, LIFE program participation, Throne restrooms, and a quarterly service report.
- D. **Metro Updates** – Mr. Sywak announced that the LAX/Metro Transit Center station will open on Friday, June 6. Shuttles will run every 10 minutes from the station to LAX central terminals. The station Aviation/LAX will be renamed Aviation/Imperial. The D Line will be shutting down service on from May 17 to July 25 between Wilshire/Vermont and Wilshire/Western station to align the D Line Extension to La Cienega. Metro is developing its 10,000 Homes project, which will build housing directly across from the Fairview Heights station in Inglewood. The project is currently collecting public feedback.

V. Caltrans District 7 South Bay Projects Update – Mr. Carvajal reported that District 7 paused on the 2026 SHOPP nominated projects due to budgetary issues but will resume from July 1 to August 15. The California Transportation Commission (CTC) will meet this month. The next quarterly South Bay project update report will be published in June.

VI. Presentation: Metro FY25-26 Budget Overview

Mr. Arbuckle delivered an overview of the FY25-26 Metro budget. Metro has adopted a theme of putting people first, with a focus on equity and care-based safety. Some notable changes in the budget include a \$2.2 billion increase in the Transit Infrastructure Development category due to an increase in construction for transit capital projects, \$55 million decrease in the Highway Multimodal Development category due to projected completion of freeway projects, and a 12.7% decrease in regional allocations and pass-throughs due to a predicted decrease in sales tax revenue. The agency is also focused on improving safety and station experiences, with investment in fare gate upgrades, CCTVs, enhanced lighting, Throne restrooms, modernization and replacement of elevators and escalators, and weapons detection systems. The full presentation is available here:

<https://cdn.southbaycities.org/wp-content/uploads/2025/07/09173629/PRESENTATION Metro FY26 Budget.pdf>

Committee Member Uphoff asked where Throne restrooms will be deployed. Mr. Arbuckle responded that restrooms are deployed in coordination with cities and station locations. Committee Member Fish asked if restrooms are always located on Metro property. Mr. Arbuckle said that they are not always on Metro-owned property.

Committee Member Obagi asked if Metro will consider expansion of shuttle service to major events to more transit centers, noting that the Redondo Beach Transit Center is underutilized. Mr. Arbuckle said he could connect Redondo Beach with Metro operations staff to provide a list of current services and recommend new services.

VII. Measure R and Measure M Updates

A. Measure R SBTIP/Measure M MSP Annual Program Updates

Mr. Leger shared that the SBCCOG Board approved the annual Measure M and Measure R South Bay Transit Investment Program update recommendations. Metro staff have begun eligibility reviews and will present the projects to the Metro Board in September.

B. I-405 Auxiliary Lanes Follow-Up

Mr. Leger reminded the Transportation Committee that the committee discussed the possibility of assuming financial responsibility to fund the I-405 Artesia/I-105 auxiliary lane project in March, which faces a \$170 million shortfall. SBCCOG staff worked with Mayor Butts team to identify other funding sources but were unable to identify any at this time. SBCCOG staff recommended that the SBCCOG not take fiscal responsibility for the project but remain supportive of the project's construction.

Committee Member Monteiro asked who initiated the project originally. Mr. Leger explained that the project is

an old project originally referred to as the South Bay Curve. However, as the project has matured and prepared for construction, it is no longer competitive for grant funding in a VMT-reduction climate. Committee Member Monteiro asked why Metro does not assume fiscal responsibility for the project. Mr. Leger stated that Caltrans should be the responsible agency and that there may be an opportunity to incorporate the project into their safety program. Ms. Trifiletti added that the project was not originally initiated as a safety project and thus cannot be added to Caltrans' safety program.

Committee Member Obagi asked how the \$17.4 million programmed towards the project will be utilized if the funding is de-obligated. Mr. Leger responded that some of the programmed funds have already been spent, and the remainder will revert to the Measure R South Bay Highway Program.

Committee Chair Pimentel expressed that the SBCCOG Board agrees that the project should continue but recommended that the SBCCOG not assume responsibility for funding the project.

MOTION by Committee Member Obagi, seconded by Committee Member Monteiro, to **RECOMMEND** not assuming fiscal responsibility for the I-405 Artesia/I-105 project. Approved without objections.

C. City of Inglewood/ITC Measure R SBTIP Scope of Work Modification

Mr. Leger shared that the ITC project has been reimagined as a two-phase ITC program, and the city is requesting a scope of work modification for the Measure R funding to be allocated to Phase 1 of the project. Committee Member Butts added that the city will restructure the project to prioritize bus plazas and mobility hubs that will be ready by 2028 while preserving the opportunity to build the ITC in the future.

The ITC team shared that following the October SBCCOG Board decision, the city re-evaluated the ITC's funding sources while recognizing the continued need for a high-capacity transit system. The city acknowledged the importance of intercepting traffic on the I-405 and I-105 and activating Market Street while maintaining sensitivity to the small businesses located there. Phase 1 of the re-imagined ITC will build a network of mobility hubs around the entertainment district and include enhanced ITS, bus rotaries, rideshare pick-up/drop-off, and kiosks for retail. This project will continue to preserve the right-of-way necessary to build an automated people mover in the future. The full presentation is available here:

https://cdn.southbaycities.org/wp-content/uploads/2025/05/12132424/ITC_Presentation-to-SBCCOG_051225.pdf

Committee Member Uphoff suggested SS4A as a potential opportunity to pursue funding for the project.

Committee Member Monteiro stated that the City of Hawthorne is in favor of the project but noted that the community will be heavily impacted by event traffic. Hawthorne staff Ms. Acuna and Mr. Torado proposed a scope of work with the City of Inglewood to collaborate on the mobility hub at Hawthorne Ave and 111th St to adequately address traffic impacts on the city. City staff also shared plans to apply for an SS4A implementation grant to build a dedicated bus lane on Hawthorne Blvd in preparation for the 2028 Olympics. Committee Member Butts acknowledged the city's interest in collaboration.

Committee Member Jackson asked how many local businesses will need to relocate. Ms. Trifiletti responded that 23 businesses will need to relocate and that the city is actively engaged with the affected businesses. Committee Member Jackson asked the ITC team to clarify the funding for the re-imagined project. Ms. Trifiletti explained that the budget accounts for the land acquisition and mobility hub facilities. The city is not asking for additional funding today but will redo a cost estimate in the future.

Committee Chair Pimentel asked if the ITC program has benchmarks in place. Committee Member Butts responded that the city is unable to provide benchmarks at this point. The contractor will provide benchmarks after mapping out a plan. Ms. Trifiletti added that the city will return to the Board in October with the SEP funding deadline.

Committee Chair Pimentel asked if parking will be publicly accessible or paid. Ms. Trifiletti said that paid public parking will be made available. Parking fees will help cover shuttle operational costs. During the

Olympics, an additional 400 buses will be added to the fleet.

Committee Chair Pimentel asked if the \$108 million is still envisioned as a backstop. Ms. Trifiletti confirmed that the SEP funding will still be allocated towards the backstop.

Committee Chair Pimentel asked if dedicated bus lanes will require lane widening. Ms. Trifiletti responded that the bus lanes will not require property acquisition.

Committee Member Obagi asked if linking up with other cities will require seeking separate additional funding. Committee Member Monteiro confirmed that the city is prepared to seek outside funding.

Committee Chair Pimentel requested that the ITC team send out presentations with staff report. Mr. Leger shared that an abridged presentation will be made to the Board in May and that Board members will have the opportunity to bring up additional questions then.

MOTION by Committee Member Uphoff, seconded by Committee Member Obagi, to grant a scope of work modification to the City of Inglewood. Approved without objections.

VIII. Three Month Look-Ahead

IX. Announcements

X. Adjournment: Committee Chair Pimentel adjourned the meeting at 12:06 p.m.

Prepared by Anne Tsai, Transportation Project Coordinator



MONTHLY SBCCOG TRANSPORTATION REPORT

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

COVERING JUNE 2025

Edited by Anne Tsai

Federal

U.S. Transportation Secretary Sean P. Duffy Streamlines Exemption Process for Noncompliant Automated Vehicles

U.S. Department of Transportation Secretary Sean P. Duffy announced that the National Highway Traffic Safety Administration will further accelerate the safe development of automated vehicles by streamlining the Part 555 exemption process.

The exemption will continue to allow manufacturers to sell up to 2,500 motor vehicles per year that do not fully comply with the Federal Motor Vehicle Safety Standards. This includes vehicles that do not have traditional steering wheels, driver-operated brakes, or rearview mirrors. Manufacturers must demonstrate that their vehicles provide an equivalent safety level as compliant vehicles and that the exemption is in the public interest. This latest development builds on Secretary Duffy's innovation agenda and NHTSA's AV Framework.

The streamlined Part 555 exemption also involves improvements to NHTSA's internal processes to expedite processing time, improve transparency, and increase engagement with applicants. NHTSA will issue improved instructions to give applicants a better idea of what to expect and ensure they provide necessary information up front.

President Trump's Transportation Secretary Sean Duffy Announces Availability of \$5.4 Billion in Bridge Funding to Get America Building Again

The U.S. Department of Transportation's Federal Highway Administration (FHWA) announced nearly \$4.9 billion in available funding for major bridge projects through the Bridge Investment Program, and up to \$500 million for repairing or replacing bridges in rural areas through the Competitive Highway Bridge Program.

This announcement will help address the tens of thousands of bridges across the country – including approximately 42,000 bridges in poor condition – that are in dire need of repair.

Example of Removed Climate Change and Environmental Justice Requirements:

“Applicants must address how the project will consider climate change and environmental justice in the planning stage and in project delivery. In particular, applicants must address how the project reduces greenhouse gas emissions in the transportation sector, incorporates evidence-based climate resilience measures and features, and reduces the lifecycle greenhouse gas emissions from the project materials. Applicants also must address the extent to which the project avoids adverse environmental impacts to air or water quality, wetlands, and endangered species, as well as address disproportionate negative impacts of climate change and pollution on disadvantaged or other affected communities, including natural disasters, with a focus on prevention, response, and recovery.”

State

HDR to deliver engineering and design services for California high-speed rail

HDR has been chosen by the High Desert Corridor Joint Powers Agency to deliver engineering and design services for a 54-mile rail segment of California’s high-speed rail project between Palmdale and Victorville.

Under the terms of a five-year contract, HDR’s responsibilities will span a broad spectrum of engineering disciplines, including rail and bridge design, systems and station integration, and the planning of operations and maintenance facilities.

Additionally, HDR will provide support for right-of-way coordination, environmental services, stakeholder engagement, risk management, procurement, and contract administration.

The new rail service between Palmdale and Victorville is expected to operate at speeds of up to 180 miles per hour.

It will offer a fast link from the Antelope Valley’s multimodal transportation hub in Los Angeles County to the planned Brightline West station in San Bernardino County.

The broader vision for the network includes connections to Northern California, Las Vegas, and additional destinations, reshaping access to housing, employment, and cultural sites.

The project is currently finalizing environmental documentation and preliminary engineering with plans to move to the construction phase in the early 2030s.

In the 2024 Economic Impact Analysis Report announced in January, it was revealed that the California high-speed rail project has produced \$21.8 billion in economic activity following an investment of \$13 billion by the California High-Speed Rail Authority from July 2006 to June 2024.

Region

A trip to LAX without a car? Metro opens long-awaited LAX station

Decades after rail first broke ground in Los Angeles County, Angelenos are one step closer to an airport connection with the opening of the LAX/Metro Transit Center.

The station at Aviation Boulevard and 96th Street connects to the K Line and C Line and, starting next year, to Los Angeles International Airport's long-awaited automated people mover train. For now, free shuttle buses running every 10 minutes will transport travelers along the 2.5-mile route between the center and LAX.

The transit center was budgeted at \$900 million and includes a 16-bay bus plaza with electric bus infrastructure and a bicycle hub. When the people mover is running, Metro riders will take two escalators up past a mural, now showcasing the 2026 FIFA World Cup, to board.

Most major cities already have a direct airport rail connection. The absence at LAX has long left travelers baffled, particularly first-time visitors and international passengers expecting a world destination like Los Angeles to have streamlined transit to its main airport.

A variety of factors led to the delay, including reported concerns among airport officials over potential lost parking profits, Federal Aviation Administration pushback, and competing interests over taxpayer dollars.

The debate was renewed more than a decade ago, and plans for the airport's people mover connection and Metro's station were ultimately approved. The station is one of Metro's "28 by 28" transit projects ahead of the Olympics.

The train is the most anticipated project under the airport's \$30-billion overhaul ahead of the FIFA World Cup in 2026 and the Olympics and Paralympics in 2028. Airport leaders and transit experts believe the automated train will significantly ease traffic at 1 World Way.

Trends

Your Packages Could Soon Be Delivered By Honda's Electric Quadricycle

Honda has always been more than just a car company. The Japanese manufacturer got its start assembling motorcycles and has dabbled in everything from lawnmowers and motorized tillers to jet-powered airplanes and outboard boat engines. Now, Honda is venturing into another vehicular realm with Fastport, a new business that will produce an all-electric quadricycle that can fit in a bike lane and is aimed at last-mile delivery.

Fastport's first product is the eQuad, a narrow four-wheeled contraption that is operated like a bicycle and features a large storage box behind the rider. Honda says the eQuad is designed to "help address urban congestion and rising consumer demand for faster, more frequent deliveries." The eQuad is designed to travel in bike lanes, appearing to just squeeze into the painted lines in the photos we have of the quadricycle traveling in New York City. Honda does note, however, that the eQuad's ability to drive in bike lanes will be dependent on local regulations.

The eQuad will be offered in two sizes and with two cargo box sizes, in order to meet the needs of different businesses across both Europe and North America. The smaller eQuad is 133.9 inches long, 82.7 inches tall, and 39.4 inches wide, while the larger eQuad measures 144 inches long, 84 inches tall, and 48 inches wide.

Honda says the eQuad's modular design allows it to be easily customized for the specific use case of the business. The small cargo container's length/width/height is 75 by 57.5 by 38.4 inches, while the bigger box's dimensions are 89 by 47.9 by 60 inches. In its larger configuration, the eQuad has a payload of 650 pounds; the smaller eQuad can carry up to 320 pounds.

The powertrain is described as "pedal-by-wire pedal-assist," and the eQuad also features regenerative braking. The eQuad can travel up to 12 mph, regardless of the configuration, and Honda quotes a range of up to 23 miles for the larger version. A range estimate for the small model is not yet available.

While the eQuad is essentially a bike with four wheels, Honda also added a couple of amenities for rider comfort. The eQuad's canopy has a UV coating and a ceramic tint option to shield the rider from the sun, while a ventilation fan helps the rider stay cool. The prototype also appears to feature a headlight and a camera-based rearview mirror. Fastport will also provide a "Fleet-as-a-Service" (FaaS) platform that not only includes the swappable batteries and cargo containers but also service and maintenance plans and real-time data for driver and fleet management. The eQuad will be capable of over-the-air software updates.

The Fastport eQuad prototype will make its in-person debut at Eurobike in Frankfurt, Germany, next week. Honda aims to deliver the first units in late 2025 before mass production gets underway in the summer of 2026. The eQuad will be built at Honda's Performance Manufacturing Center in Ohio, where it previously built the Acura NSX and currently assembles the CR-V e:FCEV hydrogen SUV. Honda says that Fastport is already in discussions with major logistics and delivery companies in North America and Europe for use in pilot test programs.

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Local Allocation Program Policies

The Local Allocation Program (LAP) is funded through a 10% allocation of MSP funds available each year and allocated to each SBCCOG member agency per a formula. The remaining 90% of funding is available as part of the regular competitive program. The LAP was established to allow cities with less ability or capacity to apply for projects through the competitive process to still access MSP funds for eligible city projects. The LAP set-aside begins with FY27-28 allocations.

Local Allocation Program (LAP) Formula:

- The initial allocation formula was developed through an equally weighted formula consisting of a city's percentage of SBCCOG dues and its percentage of centerline road miles¹ in the South Bay. (% of dues + % of centerline road miles) divided by two.
 - SBCCOG dues are based on a combination of city population and city budget.
 - Centerline road miles in this case are defined as follows:
 - City centerline road miles include: 1) All public roadways that intersect with the municipality or are maintained by the agency; 2) State highways; and 3) Walk streets, multi-use trails, or any public pathways that are not traditional automobile rights-of-way but are eligible for Measure M funding. Private roads and alleys are excluded.
 - Roadways bordering two jurisdictions are attributed 100% to both agencies. For example, a portion of Western Ave is shared between Rancho Palos Verdes and the City of Los Angeles (and is Caltrans-owned). For the purposes of the LAP, the same segment of Western Ave is included in calculations for both Rancho Palos Verdes and City of Los Angeles.)
 - Roadways with divided medians are counted as a single centerline.

Eligibility and Project Review:

- LAP funded projects must meet Measure M MSP eligibility requirements. SBCCOG member cities may utilize LAP funds by submitting a Measure M MSP application for review and approval by both the SBCCOG and Metro Board of Directors as part of the annual program update process.

¹ Centerline road mile data was determined through a comparison exercise between city self-reported data and a GIS analysis generated by SBCCOG. SBCCOG staff used existing GIS layers and publicly available pavement management data to produce a uniform analysis. The agency self-reported centerline miles were used if they were within 5% of SBCCOG-generated calculations. If there was a greater than 5% discrepancy between the number generated by the SBCCOG and self-reported by an agency, agencies were asked to provide additional information to reconcile the anomalies and reach a consensus.

Reviewing Subcommittee Formation and Role:

- A Reviewing Subcommittee shall be formed annually to be composed of three to five IWG members, one of whom is the IWG chair, with representation from South Bay cities of various sizes and no more than two SBCCOG staff representatives who is responsible for:
 - Evaluating projects under both the LAP and competitive programs.
 - Monitoring the timely use of allocated funds.
 - Making funding and process recommendations to the IWG, which then advises the Transportation Committee.

Five-Year Funding Retention Limit:

- Cities may retain annual LAP allocations for a maximum of five years. At the end of the five-year period, if funds have not been committed to an eligible project, the earliest (oldest) year's allocation reverts to the competitive program. Funds are considered committed when a city has submitted a Measure M MSP application and received approval by the SBCCOG Board through the annual Measure M annual cycle. A city in jeopardy of losing unused funds will be notified as part of the annual Fall one-on-one meetings with the SBCCOG.

Transfer of Funds Between Jurisdictions:

- Cities are allowed to transfer LAP funds to another member agency either as a gift or loan, subject to the Reviewing Subcommittee's approval. Such transfers must be accompanied by documentation (facilitated by the SBCCOG) detailing the purpose and terms of the transfer to maintain accountability and eligibility. Transferred funds are subject to their original five-year retention limits.

Acceleration of Future Allocations:

- Cities may request to accelerate their future LAP allocations up to three years in advance if additional funds are available. SBCCOG staff would be required to review the request and determine funding availability. This would be a no interest loan against their future allocations.

Regular Program Reviews:

- A review of the LAP will be conducted along with the adopted policies to assess the effectiveness of the allocation mechanism, including its impact on more equitable access to Measure M MSP dollars for jurisdictions of all sizes. The first review should be made after three years and should be conducted every two years following the first review. SBCCOG staff will make the assessment in consultation with the Reviewing Subcommittee and present it to the IWG, Transportation Committee, and Board of Directors. If any changes are suggested, they will be made to the IWG, who will then make a formal recommendation to the Transportation Committee.

Matching Funds to MSP Competitive Applications:

- LAP allocations can be used as a local match to Measure M MSP or Measure R competitive program project applications.
- MSP competitive funds shall not be used for cost overruns/unanticipated expenses of LAP projects. The lead agency must either use additional LAP or other outside funding.

Pooling of LAP Funds:

- Cities may pool LAP funds to obtain maximum return on investments. Documentation should be submitted to the SBCCOG by each participating city agreeing to pool their funds. One lead agency should be identified on the application.

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South Bay Measure M Multi-Year Sub-Regional Programs Project Selection Criteria

The Project Selection Process Is Common To All MSPs

There are three South Bay subregional programs listed within the Measure M Ordinance: the Highway Efficiency Operational Improvement Program (HEOI), the Transportation System Mobility Improvement Program #1(TSMIP I), and the Transportation Mobility Improvement Program #2 (TSMIP II). All candidate MSP projects considered for funding within the South Bay Measure M Multi-Year Sub-Regional Programs (MSPs) are screened for eligibility based on project selection criteria that are unique to each of the MSPs and different from the Measure R South Bay Highway Program and South Bay Transit Investment Program.

The annual update cycle for South Bay MSPs includes a period for solicitation of additional funding for existing projects (consideration for cost-increases and next-phase funding needs) and new projects submitted by lead agencies. Funding priority is first given to existing projects and then to new project requests. The projects undergo an eligibility determination and assessment using the selection criteria to update MSP project lists.

MSP funding for projects is programmed within a 5-year South Bay MSP Funding Allocation Program (MSPFAP). The funding allocation schedule is intended to be as consistent as possible with the MSP reimbursement schedule requested in the project application subject to the results of the project assessment and annually available MSP funding within each of the three South Bay MSP programs. This project programming process may need to modify the funding allocation schedule requested for specific projects. The MSPFAP process also allows for the opportunity for projects that are completed or not actively being implemented by the lead agency to be removed from or rescheduled in the 5-year funding allocation list during the annual updates of the funding programs.

The 5-year MSPFAP must be approved by the South Bay Cities Council Board of Directors and the Los Angeles County Metropolitan Transportation Authority Board of Directors. The MSPFAP may be updated annually.

Examples of potentially eligible projects and project selection criteria follows

Potentially eligible HEOI Project Examples:

- Freeway Capacity Expansion and Operational Improvements

- Interchange and ramp modifications / improvements
- Auxiliary lanes for merging or weaving between adjacent interchanges
- Shoulder widening / improvements for enhanced operation of the roadway
- Freeway bypass / freeway-to-freeway connections providing traffic detours in case of incidents, shutdowns or emergency evacuations
- Managed Lanes – HOV Lanes / Express Lanes
- Turnouts for safety purposes
- Intersection and street widening / improvements on a State Highway or within one mile of a State Highway, or on major / minor arterials beyond one mile from a State Highway on a case-by-case basis
- Goods Movement on Countywide Strategic Truck Arterial Network (CSTAN)
- Left-turn or right-turn lanes on state highways or arterials
- Transportation Projects that support or augment the South Bay Fiber Network such as:
 - Signal Synchronization
 - Intelligent Transportation Systems
 - Autonomous Vehicle Infrastructure System
- Safety improvements that reduce incident delay
- Transit Centers, Park and Ride Lots/Parking Structures

Potentially eligible TSMIP I & II Project Examples:

- Transportation Projects that support or augment the South Bay Fiber Network such as:
 - Signal Synchronization
 - Intelligent Transportation Systems
 - Autonomous Vehicle Infrastructure System
 - Broadband Regional Connectivity Infrastructure
 - Transportation Management Systems (Traffic Operations Centers, Emergency Management)
- Local Travel Network, Slow Speed Infrastructure, Bicycle Infrastructure
- Pedestrian Infrastructure, ADA Improvements
- Complete Streets
- Transit Centers / Park and Ride Lots and Parking Structures
- Sustainable SB Plan (Neighborhood-Oriented Development, First / Last Mile Infrastructure, Land Use and Transportation Projects that reduce vehicle miles travelled)
- Electric Vehicle Charging Infrastructure

South Bay Measure M Multi-Year Sub-Regional Programs Scoring Rubric

The following assessment criteria are used to assist in the process of programming the South Bay Measure M Highway Efficiency and Operational Improvements (HEOI) and Transportation System and Mobility Improvement Program (TSMIP) I & II projects. Project applicants may strengthen their applications by demonstrating satisfaction of the selection criteria through optional observable metric examples listed below.

Assessment Criteria: Mobility/Accessibility Improvement for Users– 30 points max

1. Relieves congestion (HEOI Only)
Metric Examples:
 - a. LOS/ICU calculation for street segments and intersections
 - b. References to other studies

2. Improves travel times (All projects)
Metric Examples:
 - a. LOS/ICU calculation for street segments and intersections
 - b. Travel time analysis
 - c. Delay study
 - d. Incident recovery
 - e. Grade separation project
 - f. Simulation study (Synchro, O-D study, bus headways)
 - g. References to other studies

3. Improves effectiveness and reliability for street, highway, and freeway users (HEOI only)
Metric Examples:
 - a. Travel time analysis
 - b. Delay study
 - c. Incident recovery
 - d. Grade separation project
 - e. References to other studies

4. Eliminates trips (HEOI only)
Metric Examples:
 - a. Reduction in total daily vehicle trips
 - b. Reduction in number of transfers or mode changes

5. Increases travel by transit, paratransit, bicycle, micromobility (LTN), and pedestrian modes (TSMIP only)
Metric Examples:
 - a. Mode shift percentages from baseline
 - b. Increases transit frequency
 - c. Supports specific multimodal local or regional goals
 - d. Project scope includes a mobility hub or transit lines

6. Improves effectiveness and reliability (TSMIP only)
Metric Examples:
 - a. Travel time analysis
 - b. Delay study
 - c. Incident recovery
 - d. Grade separation project
 - e. References to other studies

Assessment Criteria: Project Readiness (All Projects)– 20 points max

1. Project definition of scope, phasing, total budget and proposed funding sources, and Measure M reimbursement schedule
2. Must have Caltrans Project Development documents, project study report (or similar) and be ready to enter the environmental phase (Project Approval and Environmental Documentation/PA&ED) or later*
3. Initial public outreach process has been completed by lead agency
4. Project is supported by City Council in either an adopted Capital Improvement Program (or similar) or via a standalone action of support
5. MSP-funded phase will begin in the upcoming fiscal year
6. Overall project admin/oversight/support costs capped at 10%

**MSP funding is only available for PA&ED, PS&E, ROW, and/or Construction phases.*

Assessment Criteria: Project Need & Benefit to Transportation System– 20 points max

1. Regional or subregional mobility benefits (All projects)
Metric Examples:
 - a. Number of travel modes served
 - b. Populations served (residential, commercial)
 - c. Removes barriers to access
 - d. Demonstrates benefits to populations outside of primary applicant’s jurisdiction
 - e. Project is multi-jurisdictional
2. Reduces safety incidents/improves safety (All projects)
Metric Examples:
 - a. Near-miss analysis
 - b. Reduction in KSI crashes
 - c. Includes one or more traffic safety countermeasures
 - d. PDO collision history
3. Integrates with goods movement (HEOI only)
Metric Examples:
 - a. Overlap and/or coordination with truck routes
 - b. References to other studies
4. Eliminates operational deficiencies (HEOI only)
5. Improves transportation options (TSMIP only)
6. Improves first/last mile connections to transit (TSMIP only)

Assessment Criteria: Regional Significance, Multi-Jurisdictional Effort – 20 points max

1. Crosses jurisdictional boundaries (All projects)

2. Shared priority for affected jurisdictions' decision makers (All projects)
3. Supports regional program, goods movement such as Countywide Strategic Truck Arterial Network (CSTAN), connectivity/gap closure (HEOI only)
4. Supports South Bay Fiber Network, Local Travel Network, or other subregional initiatives (TSMIP Only)

Assessment Criteria: *Environmental Compatibility, Sustainability, and Quality of Life (All Projects)* – 10 points max

1. Supports local transportation and environmental policies
2. Reduces VMT/GHG emissions
Metric Examples:
 - a. GHG emissions calculations
 - b. VMT analysis
3. Improves environmental quality, public health, quality of life
Metric Examples:
 - a. Applies Envision sustainability framework (Institute for Sustainable Infrastructure)
 - b. Supports a local or regional environmental goal or plan
 - c. Reduces cut through traffic in neighborhoods
4. Supports goods movement
5. Reduces household transportation costs
Metric Examples:
 - a. Project is in a Metro Equity Focused Community/CalEnviroScreen Disadvantaged Community
 - b. Reduces travel time
 - c. Reduces residential trips
 - d. Promotes transportation alternatives to gas-powered highway speed vehicles

BONUS Assessment Criteria: *MSP Leverage (All Projects)* – 10 points max

1. Documents matching funds
2. Percentage of cost provided by non-MSP funding allocated to project
3. Support costs capped at 10%

Scoring Rubric for Selection Committee

The following scoring rubric shall be used in the project selection process for the competitive South Bay Measure M Multi-Year Subregional Programs (MSPs). The Reviewing Subcommittee shall score new projects according to each applicable assessment and selection criteria using the

framework below. Note: Bonus points are not included in this table but may be awarded to projects that demonstrate MSP Leverage.

The proposed project clearly and convincingly demonstrates that it meets the assessment and selection criterion.	67-100% of the max points
The proposed project sufficiently demonstrates that it meets the assessment and selection criterion.	34-66% of the max points
The proposed project somewhat demonstrates that it meets the assessment and selection criterion.	1-33% of the max points
The proposed project does not demonstrate that it meets the assessment and selection criterion.	0% of the max points

DRAFT

South Bay Cities Council of Governments

July 14, 2025

TO: SBCCOG Transportation Committee

FROM: Jacki Bacharach, Executive Director

SUBJECT: Local Travel Network Project Management and Technical Services Request for Qualifications – Consultant Bench Selection

BACKGROUND

Since 2021, the SBCCOG has partnered with its member jurisdictions to implement the South Bay Local Travel Network (LTN). The LTN is SBCCOG's context specific approach to providing a safe, connected, and low stress street network that encourages the use of slow-speed, zero-emission micromobility modes for local trips. To date, the City of El Segundo has implemented an LTN pilot program (November 2023) and is preparing for full implementation of the network. Subsequently, Redondo Beach, Carson, Lomita, and Lawndale are in various stages of implementing the LTN. Over the next few years, other SBCCOG member jurisdictions are anticipated to join the network providing slow-speed infrastructure both within and between their communities.

As an increasing number of member jurisdictions implement the LTN, city staff have expressed challenges in capacity and have looked to the SBCCOG to provide support. To address this demand, the SBCCOG, in consultation with a subcommittee of city public works professionals, solicited a bench of consultants to provide project management and technical assistance to member jurisdictions for engineering, planning and design work to support the implementation of the LTN, including preparation of design solutions to implement core LTN elements as well as ancillary street calming and roadway improvements, developing Measure M LTN project proposals, PS&E design, and delivering final projects. Proposers were asked to provide qualifications across seven (7) disciplines:

1. Planning and Engineering Design to Support Micromobility
2. LTN Enhancement with Bicycle Infrastructure
3. Transportation Planning and Engineering Studies to Support Micromobility Infrastructure on Major Arterials or Streets Above 35 MPH
4. Experimental Roadway Treatments
5. Evaluation of Network
6. Engagement and Outreach Materials
7. Measure M Application and Grant Development

Proposers were invited to submit qualifications for specific disciplines that aligned with their experience and expertise. This process was designed to prequalify proposers for the disciplines in which they chose to participate.

SBCCOG member jurisdictions will have the opportunity to enter into contract agreements with consultants on the prequalified list, saving the cities time and money in the selection process for the specific work that they need among the seven disciplines. Based on SBCCOG member jurisdictions’ needs, jurisdictions may also issue an RFP to the prequalified list of consultants (task order or bench solicitation) or opt for a public solicitation.

ANALYSIS

Seven (7) proposals were received and reviewed by the proposal review committee. The SBCCOG received proposal submissions for varying disciplines from Fehr and Peers, GHD, GTS, HW Lochner (formerly KOA), Iteris, MNS, and Toole Design (Table 2).

The SBCCOG review process followed standard RFQ selection protocol and schedule:

- A proposal review committee was formed:
 - SBCCOG staff: Jacki Bacharach, Executive Director; Shannon Heffernan, Contract Planner; Aaron Baum, Senior Project Manager; Anne Tsai, Project Coordinator
 - City staff: Jennifer Howell, Lomita; Ryan Liu, Redondo Beach; Elias Sassoon, El Segundo; Erik Zandvliet, Manhattan Beach
- **June 23th – July 2nd:** Review committee members were asked to review and score the proposals according to the team’s qualifications including related experience with similar projects and projects within the study area, understanding of project goals, and key staff expertise.
- **July 8th:** The review committee met via Zoom to review scoring and pre-qualify firms for the consultant bench.

Following deliberation by the review committee, the Fehr & Peers team emerged as the top-ranking firm (Table 1). Fehr & Peers demonstrated the strongest familiarity with the Local Travel Network and technical expertise to support city implementation of the LTN. The review committee discussed the advantages of employing a single consulting firm across multiple city LTN projects to synergize planning and design processes as well as to coordinate inter-city connections. However, the committee also acknowledged the need to maintain flexibility for cities to select the most suitable firms for their individual needs.

With this in mind, and to maintain flexibility for cities, the review committee recommends pre-qualifying all seven proposers for the consultant bench but recommends the top firm Fehr & Peers be recognized as such. Cities may choose to enter into contract agreements with the top-ranking consultant or utilize the review committee rankings (Table 1) to inform the selection of a consultant for their project needs. The SBCCOG and members of the review committee also highly encourage adjacent cities to consider using the same contractor and to consider collaboratively entering joint contracts.

Team Ranking – Table 1

	Fehr & Peers	GHD	GTS	HW Lochner	Iteris	MNS	Toole Design
SBCCOG Staff Summary Rank Order Score	2.8	1.3	3.0	4.8	6.3	5.5	3.3
SBCCOG Staff Average Score	88.3	91.0	87.8	80.3	70.0	77.0	86.8

City Staff Summary Rank Order Score	1.8	6.3	4.0	3.0	4.0	5.0	3.8
City Staff Average Score	86.0	68.3	79.5	81.5	80.8	71.8	77.0
Cumulative Summary Rank Order Score	2.3	3.8	3.5	3.9	5.1	5.3	3.5
Cumulative Average Score	87.1	79.6	83.6	80.9	75.4	74.4	81.9

Table 1. Review committee rank order and average scores. Rank order describes the average ranking of a firm relative to other firms, with 1 being the highest ranking and 7 being the lowest ranking. Average score describes a firm’s average score evaluated according to a scoring rubric with a maximum of 100 points.

Disciplines - Table 2

	D1	D2	D3	D4	D5	D6	D7
Fehr & Peers , Street Plans, KPFF, Studio 111	X	X	X	X	X	X	X
GHD , Arellano Associates	X	X	X		X	X	
GTS , Communications LAB, AimTD	X	X	X	X	X	X	X
HW Lochner , Nelson\Nygaard, Arellano Associates, Avant-Garde, National Data Services	X	X	X	X	X	X	X
Iteris , PSOMAS, Alta	X	X	X	X	X	X	X
MNS , Lucci & Associates	X	X	X				X
Toole , PSOMAS, Calstart	X	X	X	X	X	X	X

Table 2. Firms responded to at least one of seven disciplines (D1-7), as represented by the matrix. The disciplines are: 1) Planning and Engineering Design to Support Micromobility, 2) LTN Enhancement with Bicycle Infrastructure, 3) Transportation Planning and Engineering Studies to Support Micromobility Infrastructure on Major Arterials or Streets Above 35 MPH, 4) Experimental Roadway Treatments, 5) Evaluation of Network, 6) Engagement and Outreach Materials, and 7) Measure M Application and Grant Development.

RECOMMENDATION

That the SBCCOG Board of Directors approve the LTN Project Management and Technical Services bench of consulting firms for the corresponding disciplines that were submitted with recommendation for Fehr & Peers as the top-ranking firm.

Prepared by Anne Tsai, Project Coordinator

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Updated 7/02/25

July 2025	August 2025	September 2025	October 2025
<p>3. Transit Operators Working Group – DARK</p> <p>9. Infrastructure Working Group</p> <ul style="list-style-type: none"> • Metro Urban Greening Grant Program <p>14. SBCCOG Transportation Committee</p> <ul style="list-style-type: none"> • Measure M MSP Local Allocation Program Policies – consider recommendation to Board • Objective Measures for Measure M MSP Project Selection Criteria – consider recommendation to Board <p>11. Metro South Bay Service Council</p> <p>14. SBCCOG Steering Committee</p> <p>24. Metro Board</p> <p>24. SBCCOG Board</p> <ul style="list-style-type: none"> • Measure M MSP Local Allocation Program Policies – tentative recommendation for approval by Transportation Committee • Objective Measures for Measure M MSP Project Selection Criteria – tentative recommendation by Transportation Committee 	<p>7. Transit Operators Working Group</p> <p>8. Metro South Bay Service Council</p> <p>11. SBCCOG Transportation Committee</p> <p>11. SBCCOG Steering Committee</p> <p>13. Infrastructure Working Group – DARK?</p> <p>28. Metro Board</p> <p>28. SBCCOG Board</p>	<p>4. Transit Operators Working Group</p> <p>8. SBCCOG Transportation Committee</p> <ul style="list-style-type: none"> • SCAG Presentation on Mobility Hubs <p>8. SBCCOG Steering Committee</p> <p>10. Infrastructure Working Group</p> <ul style="list-style-type: none"> • Metro Board VMT Policy <p>12. Metro South Bay Service Council</p> <p>25. Metro Board</p> <ul style="list-style-type: none"> • South Bay Measure R Transit and Measure M MSP Annual Program Update approval <p>25. SBCCOG Board</p>	<p>2. Transit Operators Working Group</p> <p>8. Infrastructure Working Group</p> <ul style="list-style-type: none"> • Olympics Games Mobility Plan • Citian CRASH Platform Demonstration <p>13. SBCCOG Transportation Committee</p> <p>13. SBCCOG Steering Committee</p> <p>10. Metro South Bay Service Council</p> <p>23. Metro Board</p> <p>23. SBCCOG Board</p>

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