

# **South Bay Cities Council of Governments**

**Transportation Committee**  
SBCCOG Office, 20285 Western Avenue, Suite 100  
Torrance, Ca. 90501

## **AGENDA**

**Monday, December 10, 2018**  
**10:30 a.m. – 11:45 a.m.**

- 10:30 a.m. Welcome / Self-Introductions**
- 10:35 a.m. Consent Calendar**
  - a. October 8, 2018 Transportation Committee Minutes (Attachment A) – Approve.**
  - b. B. December 2018 Transportation Update (Attachment B) – Receive and file**
- 10:40 a. m. Metro Green Line / Crenshaw-LAX Line Opening Day Operating Plan Update: SBCCOG Supplemental Letter (Attachment C) – Provide direction**
- 10:55 a. m. SBCCOG Transportation Working Group Updates**
  - a. Transit Operators Working Group Update**
  - b. Infrastructure Working Group Update**
- 11:05 a. m. Measure M Multi-Year Sub-Regional Programs Development**
  - a. Draft Project Application Form (Attachment D) - Approve**
  - b. Draft Selection Criteria (Attachment E) - Approve**
- 11:15 a. m. Metro Rail Lines Naming Conventions Update**
- 11:20 a. m. Measure R South Bay Highway Program Annual Performance Evaluation Report (Attachment F, to be distributed at meeting) – Receive and file**
- 11:25 a. m. Metro Policy Advisory Committee Update**
- 11:30 a. m. Express Lane Interfund Borrowing Update**
- 11:35 a. m. Three Month Look Ahead (Attachment G) – Receive and file**
- 11:40 a. m. Announcements**
- 11:45 a. m. Adjournment**

*Next Transportation Committee meeting –Monday, January 14, 2018, 10:00 a.m.*  
*To include an item in the agenda, e-mail to: [lantzsh10@gmail.com](mailto:lantzsh10@gmail.com) by January 3, 2019.*

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South Bay Cities Council of Governments

Transportation Committee  
October 8, 2018  
Meeting Minutes

COMMITTEE CHAIR HORVATH CALLED THE MEETING TO ORDER AT 10:06 A.M.

**I. Welcome / Self-Introductions**

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

Christian Horvath, Chair (Redondo Beach)	Jim Butts (Inglewood)
Hany Fangary, Vice-Chair (Hermosa Beach)	Geoff Rizzo (Torrance)
Olivia Valentine (Hawthorne)	David Lesser (Manhattan Beach)

**Non-Voting Representatives**

Young-Gi Kim Harabedian (Supervisor Hahn's Office)  
James Lee (Transit Operators)  
Don Szerlip (Metro South Bay Service Council)

**Also in attendance were the following persons:**

Orlando Rodriguez (El Segundo)	Conan Cheung (Metro)
Ted Semaan (Redondo Beach)	Mark Dierking (Metro)
Rob Beste (Torrance)	Stephen Tu (Metro)
Jonathan Wu (Lawndale)	Bob Wolfe (Thrive Hermosa)
Grace Huizar (Lawndale)	David Leger (SBCCOG)
Leslie Scott (Beach Cities Transit)	Jacki Bacharach (SBCCOG)
Pauletta Tonillas (Metro)	Steve Lantz (SBCCOG)
Mike Bohlke (Metro)	

**II. Consent Calendar**

**A. Minutes of September 10, 2018 Transportation Committee – APPROVED**

**B. September 2018 Transportation Update – RECEIVED AND FILED**

**MOTION** by Committee Member Fangary, seconded by Committee Member Butts, to **APPROVE** the Consent Calendar. No objection. So ordered.

**III. Metro Green Line / Crenshaw-LAX Line Opening Day Operating Plan: SBCCOG Position Letter**

Ms. Bacharach announced that over the weekend, it was reported that Metro staff is planning on recommending their original operating plan, C1, to the Metro Board for approval. Ms. Bacharach invited Mr. Cheung to provide more background on why this decision was made.

Mr. Cheung explained that Metro staff is recommending Alternative C1 as a result of the public outreach conducted, analyses that were done, current ridership figures, and the overall operating costs. Mr. Cheung explained that C1 seems to best match current and projected ridership figures at the most cost-effective level. Mr. Cheung added that based on the data, most South Bay riders seemed to want to travel north-south along the I-405 corridor, and therefore would not be best served by the Crenshaw and Green Lines because the Crenshaw Line veers in more eastward than where South Bay riders are wanting to travel.

Ms. Bacharach then explained that upon hearing this decision, she and Mr. Lantz developed a supplemental letter which was handed out to the Committee. Mr. Lantz then briefly reviewed what Alternatives C1 and C3 mean for South Bay riders, noting that C3 creates the least travel delay for current Green Line riders. Ms. Bacharach proposed the idea of testing Alternative C3 as a pilot operating plan to see how ridership is affected.

Committee Chair Horvath commented that this news is very disheartening, particularly after the efforts that have

been made over the last several months. He added that as an elected official, it's difficult to only look at current figures, and that future needs should be considered as well, noting that C1 does not seem to do that. As a frequent transit user, Mr. Wolfe added his opinion that this operating plan makes what little rail service the South Bay has un-rideable. He also said that with a service as proposed under C1, Metro will never see the ridership they want to see because nobody will ever use such an inconvenient rail shuttle line between the Redondo Beach station and the Aviation/Century station. That in turn will further harm the South Bay's efforts to be part of the connected rail system. Several Committee Members echoed Mr. Wolfe's comments.

Committee Member Rizzo reiterated his view that this operating plan is a disincentive to ride rail and will further push riders into cars. He stated that Metro needs to take a leap of faith and build/operate a system that will attract South Bay riders. Otherwise, every time Metro reassesses ridership, the South Bay will always have low ridership numbers and will be set up for failure.

Ms. Bacharach asked Mr. Cheung if Metro staff would consider recommending a 1-year pilot operating plan based off Alternative C3. Mr. Cheung stated that it is not something they would recommend to their Board.

Committee Member Fangary thanked the Metro representatives for attending these meetings over the last few months and shared his view as a transit rider, the more transfers that are required, the less interested he becomes in using transit. This echoed the sentiments expressed by other Committee Members.

Committee Member Lesser asked Mr. Cheung what concessions from the draft letter he thought were realistic and achievable to help boost ridership figures. Mr. Cheung explained that the simpler the request, such as increased bus service, the more possible it is to accommodate. Mr. Cheung even noted that requesting Metro study the need for 3-car platforms at existing Green Line stations is something that Metro would consider doing.

There was some additional discussion as to what engineering and infrastructure improvement requests could be requested in the supplemental letter to Metro. Mr. Lantz offered to work with Ms. Bacharach to identify specific improvements to include in the letter.

Mr. Lee requested that the 4<sup>th</sup> bullet in the letter be modified to mention Torrance Transit and GTrans' direct bus service to Downtown LA. Mr. Lee noted that when Torrance Transit launched its 4X line to Downtown LA last year, the most optimistic projected ridership they received was a 70% increase. It has grown by 125%. These results seem to support the idea that increasing service (such as that through Alternative C3) may lead to increased ridership overall.

Committee Member Rizzo reiterated that C5 is still Torrance's preferred operating plan, followed by B2.

Committee Member Butts added that as the Metro Board Member representing the South Bay, he will work with Supervisor Hahn to craft a motion that will hopefully get adopted by the full Metro Board. He indicated that he is supportive of the C-3 pilot proposal as well.

Committee Member Valentine asked that the supplemental letter also include a request that Metro come back to the Committee after the pilot period (if approved), and report on the findings of the pilot.

**MOTION** by Committee Member Butts, seconded by Committee Member Fangary, to **APPROVE** the supplemental letter with the addition of the requested 1-year C3 pilot operating plan with a report on the results, Mr. Lantz's list of engineering requests for Metro, and the Transit Operators' request that the Torrance Transit and GTrans Downtown LA service be mentioned. Ayes: Horvath, Fangary, Butts, Valentine, Lesser. Nays: Rizzo.  
**Motion passes. So ordered.**

The supplemental letter that was handed out is available online at:

[http://southbaycities.org/sites/default/files/transportation\\_committee/HANDOUT\\_Draft%20supplemental%2010.18%20Op%20Plan%20letter.pdf](http://southbaycities.org/sites/default/files/transportation_committee/HANDOUT_Draft%20supplemental%2010.18%20Op%20Plan%20letter.pdf)

#### IV. SBCCOG Transportation Working Group Updates

##### A. Transit Operators Working Group Update

Mr. Lee reported that at the last meeting, Edison presented on their EV programs and opportunities for funding for transit agencies. Transit Operators have also been working with Inglewood to discuss service to the new stadium. Torrance Transit also received an AQMD grant for \$100,000 to improve alternative fuel infrastructure at the City Yard.

#### **B. Infrastructure Working Group Update**

No update given.

#### **V. Measure M Multi-Year Subregional Programs Development Update**

Mr. Lantz reported that the Task Force is continuing work on structuring the rules for selecting projects. Projects are being requested now so that they can be used to help structure the project selection criteria.

#### **VI. Metro Rail Lines Naming Conventions**

Pauletta Tonillas presented on Metro's study to change the rail line naming conventions. Ms. Tonillas explained that Metro's current naming convention is almost 30 years old and is inconsistent and provides challenges to some riders. Ms. Tonillas reviewed other naming conventions from other major transit agencies throughout the world. Metro's goal is to adopt a new system that is clear, consistent, and is legible to existing riders, new riders, and the millions of international riders using the system when they are in Los Angeles.

Metro has held focus group sessions to assess preferences among four different transit line naming convention options: a combination of colors and geography (similar to current system); colors only; colors with numbers assigned in chronological order; and colors with letters assigned in chronological order. As a result of the focus groups, Metro found that: consistency across the system is one of the most important factors in preference of a naming system; riders and non-riders think naming conventions are important; most would be satisfied with either numbers or letters; readability matters.

Metro will be conducting additional research with diverse groups to test alternatives, signage, and the trip planner. An online survey is being drafted to help gather additional input. A staff recommendation will be presented at the November or December Metro Board meeting with a cost estimate and schedule.

For more detail, Ms. Tonillas' presentation is available online at:

[http://southbaycities.org/sites/default/files/transportation\\_committee/PRESENTATION\\_Transit%20Line%20Naming%20Convention.pdf](http://southbaycities.org/sites/default/files/transportation_committee/PRESENTATION_Transit%20Line%20Naming%20Convention.pdf)

Mr. Szerlip asked Ms. Tonillas if Metro has considered some of the detailed challenges, such as two trains departing the same location but going to different destinations. Ms. Tonillas confirmed that this is part of the review that is being done. Mr. Tu added that in addition to loudspeaker announcements at stations, there are announcements on board that help riders ensure they are on the proper train going to the destination they intend to go to.

Mr. Wolfe asked if the focus groups looked at the interplay between bus and rail naming systems. He added that as a rider, it's nice to have them be different because it makes it simpler to know if you must take a bus vs. rail line. Additionally, there is a lot of logic behind the current bus naming convention, such as a "7" at the front of the number indicating an express service. Ms. Tonillas explained that all of this will be considered as a part of Metro's final recommendation and decision.

#### **VII. Measure R South Bay Highway Program Annual Performance Evaluation (APE) Report**

Mr. Lantz commented that so far, the APE Report is looking positive. The report is available online at:

[http://southbaycities.org/sites/default/files/transportation\\_committee/HANDOUT\\_September%202018%20SBHP%20APE%20Report.pdf](http://southbaycities.org/sites/default/files/transportation_committee/HANDOUT_September%202018%20SBHP%20APE%20Report.pdf)

#### **VIII. Measure R South Bay Highway Program / Measure M MSP New Project Development Update**

Mr. Lantz reported that the template for new project requests was passed out to the public works staff and that projects have been requested. Those requests will be reviewed by SBCCOG and Metro staff over the next two months.

**IX. Metro Policy Advisory Committee Update**

Ms. Bacharach reported that the PAC met in September and discussed the data needed for the Long-Range Transportation Plan update.

**X. I-105 ExpressLane Study Update**

Mr. Lantz indicated there was no update for the I-105 ExpressLane Study, but asked Ms. Bacharach to report on the larger ExpressLanes Net Toll Revenue discussion underway with Metro staff.

Ms. Bacharach began by briefly explaining the issue at hand, reminding the Committee that Metro intends to borrow net toll revenues from the I-110 corridor to help fund the expansion of toll lanes throughout the County. She reported that we have been working with Metro staff for several months to come up with a draft loan policy that will work for the South Bay. Currently, Metro plans to borrow 80% of the net toll revenues for expansion of the toll lane system, with the remaining 20% going to fund local jurisdiction projects (instead of 100% currently). Ms. Bacharach noted that since the beginning, we have been reminding Metro that the guidelines for the Net Toll Revenue Grant Program have not been evaluated in several years and that before loaning the revenues, Metro should 1) reevaluate the guidelines and 2) improve the service on the existing ExpressLanes. She highlighted the major congestion points at the north and south ends of the I-110 ExpressLanes and explained that if 80% of the revenues are loaned, there will be no funding available to remedy the existing issues on the I-110 ExpressLanes.

Ms. Kim-Harabedian added that Supervisor Hahn agrees that the current problems need to be fixed first and informed the Committee that this item will be discussed in Metro's January committee cycle.

Further updates will be given as meetings are held with Metro staff over the next several months.

**XI. Three Month Look Ahead**

Mr. Lantz briefly reviewed the upcoming meetings and events. Ms. Bacharach noted that the SBCCOG will be requesting people attend the Metro Board and Committee meetings to advocate for the Green Line operating plan.

**XII. Announcements / Adjournment - The Next Transportation Committee is scheduled for November 5, 2018 at 10:30a.m.**

Committee Chair Horvath announced that due to the November holidays, the Transportation Committee will be meeting one week prior to the normal meeting date. The new meeting date will be November 5<sup>th</sup> at 10:30am.

Ms. Scott announced that on behalf of the Beach Cities Health District, there will be a joint study session for the Living Streets Design Manual on October 29<sup>th</sup> from 6:30pm-8:30pm at the Redondo Beach Main Library.

Committee Chair Horvath adjourned the meeting at 11:52 a. m.

South Bay Cities Council of Governments

December 1, 2018

TO: SBCCOG Transportation Committee  
FROM: Steve Lantz, SBCCOG Transportation Director  
RE: SBCCOG Transportation Update – December 2018

**Adherence to Strategic Plan:**

*Goal A: Environment, Transportation and Economic Development.* Facilitate, implement and/or educate members and others about environmental, transportation and economic development programs that benefit the South Bay.

**FEDERAL**

**When Is A Multi-Year FTA Full Funding Grant Agreement Not A Commitment?**

As reported here last month, local transportation agencies across the nation are criticizing the Federal Transit Administration for holding up new commitments for rail projects. This is important to Southern California since Metro is hoping to execute a \$1.3 billion federal Full Funding Grant Agreement in spring 2019 to extend the Purple Line to Westwood.

The Trump Administration on November 28<sup>th</sup> released \$100 million for the project. While Metro is appreciative to receive the commitment, there is no “ticking clock” for the flow of funds in most of the FTA’s Full Funding Grant Agreements (FFGAs) since the annual FTA obligations do not have to match the Full Funding Grant Agreement schedules. The statute (49 U.S.C. §5309) that authorizes FTA to issue FFGA’s states that a full funding grant agreement may include a commitment contingent on amounts to be specified from future available budget authority specified in law and that, “The agreement shall state that the contingent commitment is not an obligation of the Government.” In other words, if Congress decides to stop funding FFGAs before construction is completed, the local transit agency has no *legal* recourse.

Historically, the unfunded FFGA problem has been solved by adjusting the funding schedule and extending the term of the FFGA and having the local agencies expend their funding shares early in the project delivery process.

The November 28<sup>th</sup> issue of *Eno Transportation Weekly* confirmed that FTA has a total of ten new start projects with active FFGAs. Including Metro’s \$1.3 billion FFGA next Spring would bring the FTA’s total multi-year promises to \$6.9 billion on which the Appropriations Committees must make good in fiscal 2019 and future years. So, at \$100 million per year, it will take Metro 13 years to be reimbursed for the federal share of the Purple Line Segment 3.

### **Incoming House Transportation Chair Sees No ‘Political Peril’ To Hiking Federal Gas Taxes**

Democrats are planning to pursue a major U.S. transportation and infrastructure measure but the same question that helped stall Donald Trump's trillion-dollar initiative remains: How will it be funded?

Rep. Peter DeFazio, an Oregon Democrat who will become chairman of the House Transportation and Infrastructure Committee when his party takes over the House of Representatives in January, told MarketWatch on November 19<sup>th</sup> that this month's midterm elections showed raising gasoline taxes isn't a political third rail, and that it's "something we can work on" with President Donald Trump as Washington tries to fashion an infrastructure package. But paying for improvements and new projects will be the hang-up according to incoming House Minority Leader Kevin McCarthy, a California Republican.

Despite the enthusiasm for the idea, several recent efforts to reach agreement on a major bill have all faltered -- and ballooning federal budget deficits along with growing partisan rancor will make it even harder. President Trump released a plan last February, but Democrats criticized it for allocating only \$200 billion in federal money over 10 years -- mostly to spur states, localities and the private sector to fund the balance of \$1.5 trillion in investment and because it failed to specify a funding source. Senate Democrats released a \$1 trillion plan in March funded by rolling back tax cuts for the wealthy. But Republicans wouldn't accept the Democratic funding plan.

## **STATE**

### **Proposition 6: Repeal Of Statewide Fuel Taxes Fails To Garner Statewide Support**

California voters rejected a November 6<sup>th</sup> ballot measure to repeal the gas tax hike passed in 2016 to fund repair of state roads, bridges and highways. The repeal measure failed with 55 percent of voters opposed and 45 percent in favor.

Although the trucking industry will take a big hit from the diesel taxes, the California Trucking Association was part of the coalition lobbying against the repeal. Truckers came on board after the transportation bill was modified allowing trucking companies to take more time to transition to cleaner trucks, the Sacramento Bee reported.

## **REGION**

### **Metro's \$2-Billion Crenshaw/LAX Rail Line Will Miss Its 2019 Construction Deadline**

L. A. Metro announced that the \$2 billion Crenshaw/LAX light rail line is facing several construction problems and will not open until Summer 2020. Tunneling and track construction along the 8.5-mile Crenshaw Line through South Los Angeles has gone quickly, officials said, but crews have fallen behind schedule on electrical work, the connection to the Green Line, and improvements to sidewalks and gas lines in areas where the train will run at street level. As a result, the line will not be available for the required six months of pre-revenue-service testing until December 2019.

Because labor is one of the most expensive elements of any major construction project, six months of extra work will add millions to the total cost of the line. The contingency fund for

unanticipated costs has fallen to less than 2% of the project's total budget as the line nears 88% completion. Contractor delay claims to fund the additional time needed for project completion are typically contentious and resolved several years after the project opens. As a result, Metro does not project budget increases until the issues are resolved.

### **Metro seeks Private Sector Ideas to Solve Traffic Congestion**

Metro announced on November 14<sup>th</sup> that it is asking private sector companies and entrepreneurs to help solve LA's traffic problems in a series of upcoming forums.

The first Metro Accelerator Forum Series will include panel discussions on using incentives and/or fees to get more people to consider alternatives to driving or to avoid driving during peak periods, as well as how to use toll roads as one possible way to ease traffic congestion.

Metro officials said the forums were scheduled in conjunction with a call for solutions from the private sector, which should be submitted for review by Jan. 31. All submissions will be reviewed by Metro's Office of Extraordinary Innovation and an internal panel of Metro experts as part of the agency's Unsolicited Proposal program, which was created in 2016.

More than 110 proposals have already been submitted and 18 are undergoing examination in a Phase 2 analysis, Metro officials said, including a proposed privately funded aerial tram from Union Station to Dodgers Stadium.

The first "Think You Can Solve Traffic?" forum will take place from 1 p.m. to 4:15 p.m. on Dec. 4 at Union Station's Historic Ticketing Hall.

### **Green Line South Bay Stub To Turn Olive?**

A November 14<sup>th</sup> staff report to the Metro Board of Directors has recommended that the transit agency change the names of its rail and bus rapid transit lines to colors with letters. In a bit of "jumping the shark", the initial map shows that Metro would change the current Green Line route (from Norwalk to Redondo Beach) into a route from Norwalk to the Century/Aviation Station on the Crenshaw/LAX line.

The current Green Line segment between the Aviation/LAX station and Redondo Beach would be re-named the Olive Line and would operate as a rail shuttle segment between the Century/Aviation station on the Crenshaw/LAX line and the former Redondo Beach Green Line Station.

The Olive Line would be consistent with the C-1 opening day option that Metro staff is advocating to allow trains to run between the Crenshaw/LAX line and the Green Line. The South Bay and Gateway Councils of Governments are advocating Option C-3 which would retain the current Green Line one-seat-ride on the Green Line between the Blue Line and Redondo Beach.

Metro staff quickly stamped "conceptual" on the map and said the discussion of the color/numbering schemes would not influence the initial operating plan decision and that the new scheme would first be introduced on the Blue Line once its mid-life rebuild program concludes and would not be implemented across the rest of the Metro Rail system until after the Crenshaw/LAX line opens in summer 2020 and will be completed by 2022. Metro estimates that implementing the new naming convention will cost \$8.9 million.

### **LA Supervisor Demands Metro Replace Old Diesel Buses After Fires**

Los Angeles County Supervisor and Metro board member Janice Hahn is demanding that Metro replace some of its oldest buses that are operated only in the South Bay after a CBS Los Angeles report revealed that seven of these buses have caught fire since 2015.

The buses are older diesel vehicles operated in the South Bay by a private company on Metro's behalf. No one has been injured in the fires, but a driver told CBS2 that passengers have been on board buses when flames broke out. Relying on interviews with drivers and data gathered from driver logs, the CBS2 report highlights a host of potential safety issues with the buses, including unresponsive brakes and excessive smoke.

Metro staff has planned to replace all 52 of the diesel powered vehicles by this summer, but Hahn asked Metro officials to take the buses out of commission sooner. Hahn's motion also calls on Metro officials to review its contracts with third-party bus operators and to explain why the board wasn't notified when vehicles caught fire.

### **Beach Cities Officials Non-Committal About Possible Aviation Boulevard Road Diet**

The Manhattan, Hermosa and Redondo Beach City Councils convened for a rare combined meeting in late October to hear a presentation from Beach Cities Health District's board on a living streets design manual created by BCHD and how its recommendations might apply to traffic-congested streets such as Aviation Boulevard.

But, when the presentation included specifics for Aviation Boulevard, it was met with mixed reviews. City officials and residents compared the ideas to the controversial 2017 Vista Del Mar road diet that cut car lanes from main boulevards to add protected bike lanes. The design manual includes elements such as roundabouts, bike lanes, streetscapes and more that could be applied to any street, according to consultant Rock Miller.

The BCHD hired the consultants from Stantec and Leslie Scott firms to perform three community outreach engagements and create the localized version of the Los Angeles County Living Streets model, using a \$277,000 transportation grant awarded to the beach cities by the Southern California Association of Governments.

Some of the civic leaders lauded the value of the living streets design but questioned whether the arterial Aviation Boulevard, which carries more than 30,000 cars per day, may simply be too large of a project to introduce the concept. None of the city governments took any direct action at the meeting but each expressed a desire to continue exploring the living streets concept.

### **L.A. Approves \$2 Billion Consolidated Car Rental Facility Near LAX**

The Los Angeles City Council on Oct. 31<sup>st</sup> unanimously approved a \$2 billion contract for a consortium of 11 companies to build and operate a consolidated car rental facility near Los Angeles International Airport.

The 28-year contract represents the final cornerstone of the nearly \$6 billion plan to improve ground access to LAX. Earlier this year, the Council approved a \$4.9 billion contract to another consortium to design, build and operate an automated people mover system connecting the car

rental facility with the airport terminals, as well as a \$209 million contract to build a parking structure at an intermodal facility connecting bus and rail transit to the people mover.

The consolidated car rental facility will be located at Aviation and 96<sup>th</sup> Street adjacent to a new station being constructed on the Crenshaw/LAX line at 96<sup>th</sup> Street to connect LAWA's automated people mover that will serve the LAX terminals to the Metro Rail system, two miles east of LAX, next to the 405 Freeway.

When completed sometime in 2023, the facility will consolidate operations of more than a dozen rental car companies that are now scattered throughout Westchester, El Segundo and other nearby airport communities. The facility and people mover will also eliminate the need for the hundreds of car rental shuttles that currently circulate through the airport properties.

### **Santa Monica Installs In-Street E-Scooter Parking Corrals**

Santa Monica has been at the forefront of the proliferation of shared e-scooters. The city is home to Bird, whose e-scooters first appeared in September 2017. Seemingly overnight they became ubiquitous throughout Los Angeles County's Westside, especially in and around downtown Santa Monica.

City staff initially proposed significantly reigning in e-scooters, but the city council rejected tight fleet limits when it approved pilot regulations. Santa Monica selected four pilot operators: Bird, Jump, Lime, and Lyft. These private companies operate shared e-scooters and e-bikes, alongside the city's Breeze bike-share system.

There are currently nineteen sidewalk corrals and four in-street corrals. City staff aims to have roughly 100 corrals by April 2019, about half on sidewalks and half in-street. Sidewalk corrals are easier to install, and generally smaller (some as small as six feet by six feet), so they were the first ones to go in. Other than staff time for siting, design, and installation, they estimate that in-street corral hard costs are about \$800 (mostly bollards), and sidewalk corrals \$200 (paint.) To date, on-street corrals have not removed parking, taking advantage of red-painted curb areas.

The city is working with operators to devise ways to encourage drop zone usage. Staff expects that in-app parking incentives may be required in the future, similar to how Breeze bike-share works. Breeze is a smart-bike system where riders are encouraged to lock up at designated docks, but are allowed to lock Breeze bikes anywhere in the service area. Riders are charged a small fee if they lock up outside an official dock, and receive a small discount for moving undocked bikes into docks.

Santa Monica's sixteen-month pilot kicked off in September, and lessons learned from it will be applied to updated regulations.

### **L.A. Council Again Seeks Solutions To Waze Traffic On Side Streets**

When mobile traffic applications such as Waze first caused traffic to be funneled onto tiny side streets in 2015, Councilman Paul Krekorian introduced a motion to the Los Angeles City Council seeking to work with the new companies to develop ways to curb the apps from diverting drivers off of major thoroughfares. He got no response.

Another motion by Councilman Paul Koretz approved by the City Council in late 2017 directed the fire department and Department of Transportation to report on efforts to coordinate with navigation app developers to prevent their apps from directing drivers into evacuated areas.

The need for an agreement was reinforced again during a series of wildfires in in 2018 when navigation apps like Waze and Google Maps were guiding drivers into evacuation areas and caused congestion where officials were ordering streets closed.

Krekorian got unanimous support from the City Council in October 2018 to designate LADOT as the lead agency to negotiate a data sharing agreement with navigation application companies to explore what solutions to the issues can be negotiated.

## **TRENDS**

### **Your Next UPS Package Could Be Delivered On An Electric Bike**

UPS announced on October 25<sup>th</sup> a pilot e-bike delivery system in downtown Seattle, Washington. The e-bikes have a trailer in the back, which is designed to hold cargo containers up to 400 pounds. UPS is partnering with Seattle's Department of Transportation and the University of Washington's Urban Freight Lab to study how e-bikes affect traffic and emissions.

Although UPS's e-bike test zone is relatively flat, it's not the most bike-friendly; it includes Pike Place Market, which features a bumpy brick road and a constant stream of zoned out drivers and tourists, as well as busy, potholed streets in the Belltown neighborhood, most of which don't have bike lanes. The e-bike riders would be allowed to operate on streets and designated bike lanes. It will be interesting to see how the cyclists navigate their trailers on the narrow two-way Seattle bike paths.

### **Waymo gets green light for robot cars in California**

Waymo is the first company in California allowed to test robot cars on public roads with no human driver behind the steering wheel. The California Department of Motor Vehicles has given Waymo a permit for up to 40 fully autonomous cars to drive both day and night on city streets, rural highways and highways with posted speeds up to 65 mph.

The company, which is the self-driving unit of Google parent Alphabet did not say how soon the vehicles might roll. Waymo, like most companies testing self-driving cars, has long put backup drivers and engineers in the front seats of vehicles for safety purposes and to gather data on the cars' performance. The company's Chrysler Pacifica white minivans will ditch drivers initially starting around its Mountain View headquarters and neighboring Sunnyvale, Los Altos, Los Altos Hills and Palo Alto. Waymo employees will still be aboard to start, just not in the driver's seat.

Some states such as Arizona, where Waymo has been testing truly autonomous cars for over a year, already allow no-driver cars. Until now, California only allowed them on private test tracks such as GoMentum Station in Concord and the former Castle air base in Merced County, where Waymo tests.

Eventually the company will offer rides to the public as it does in Arizona. Waymo's permit allows the driverless cars to give rides only to employees and non-paying members of the public. The DMV has a separate permit system for offering paid no-driver rides.

In the Phoenix area, Waymo gives rides to about 400 households that use an app to summon its robot cars for their everyday trips to school, work, nights out, etc. Most still operate with backup drivers. The company plans a similar early rider program in California for people who live in its planned service area, but hasn't yet said when that will start.

### **Fully Autonomous Vehicles In General Use May Be 30 Years Off**

Attendees of Bloomberg New Energy Finance's Future of Mobility Summit last February were asked in a live poll when they expected consumers to be able to buy fully autonomous vehicles. Nearly 75% said the milestone won't be reached before 2030. Why exactly is full autonomy a long way off? Three main reasons cited during the summit: the technology isn't ready; the regulations aren't ready; and the public isn't ready.

Even if autonomous vehicle companies clear the technological challenges and a 50-state set of uniform regulations are adopted, there is one more barrier left: the general public. According to Pew Research, 54% of adults are either "somewhat" or "very" worried about the development of driverless vehicles, compared to just 40% who are at least somewhat enthusiastic. Additionally, 56% say they would not personally want to ride in a driverless vehicle, compared to 44% who say they would want to do so. A separate survey finds that most consumers (64%) are worried about *even being on the road with driverless cars*. These survey results echo previous findings suggesting that consumers are skeptical of autonomous vehicles.

In the near term, full autonomy can achieve profitability in certain niche conditions. It is already proving itself on farms and in mines. It may soon begin to take on long-haul trucking, which features hours on end of monotonous, routine highway driving. It could even provide shuttle services along limited, pre-planned routes. But commercial production for everyday use by individual drivers is still a very long way off

### **Lime And Spin To Share Detailed Use Data With LADOT**

Transportation officials in Los Angeles will soon have access to lots of additional real-time usage data generated by hundreds of e-scooters and bikes racing up and down city streets. An agreement signed between the L. A. DOT and app-based bike and scooter rental operators Lime and Spin, along with software technology firm Remix, will make use data available to the Los Angeles Department of Transportation (LADOT).

Los Angeles is the first city where Remix's data sharing agreement with Lime and Spin will be executed as a two-way API (application programming interface) for cities to communicate with mobility providers operating on city streets. Los Angeles transportation officials will have access to real-time location data related to the bikes and scooters as well as trip route and device status information.

The move to more openly share data related to where the scooters and bikes are ridden, routes taken, when they are used and other details reflects a growing trend where cities are requiring data sharing from private-sector mobility providers in order to improve their planning and infrastructure investment decisions.

### **Flying taxis: A 'new Wright brothers era'?**

While many proposed solutions to congestion discussed during the November 18<sup>th</sup> LA CoMotion Conference focused on autonomous vehicles, transit and congestion pricing, the most interesting portion of the program discussed the work being done to use the skies above cities as another outlet to reduce gridlock and cut travel times.

Ride-hailing giant Uber has targeted Los Angeles and Dallas-Fort Worth for the launch of its uberAIR service, which will provide on-demand flying taxis to get residents and visitors around at altitude of 1,500 feet. Uber is partnering with the NASA and the University of Texas at Austin on the technology, and aims to have autonomous taxis in the sky in the next decade.

These new types of vehicles are more like drones than helicopters; they are quiet, designed with redundancies so that they're ultra-safe, and will fly from skyports. A route across Los Angeles, which would normally take well over an hour by car, would take 10 minutes.

According to uberAIR, there are more than 100 types of vehicles under development, and the company plans to have between 10 and 20 aircrafts in public use by 2020. Very much like the Wright brothers, nobody knows exactly what the vehicles should look like to take advantage of this new technology, so everybody's trying different things since there could potentially be "millions of trips per day in a city like Los Angeles."

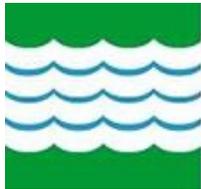
### **To Beat Congestion, Free Up The Curb For Deliveries**

The explosive growth in e-commerce has not decreased the use of private vehicles, according to PwC, and without changes to the way cities manage traffic, congestion is not likely to improve. An uptick in single-package deliveries, where one vehicle delivers only one package, failed first deliveries, and a return rate of roughly 30% for online orders, along with ride-sharing, have led to a situation where current strategies for congestion management are no longer sufficient.

The consulting firm suggests designating parts of existing infrastructure, in the form of curbs, parking lots and garages, for ride-share drivers and delivery zones. Elements of this shift could include:

- Repurposing or repricing on-street parking.
- Reducing or eliminating parking minimums.
- Exploring new smart parking technologies.
- Reconsidering or repricing double-parking fines.
- Leveraging short-term curb parking for package pick up or delivery

The report also advocates creating mobility hubs - defined as structures for both commuters and deliveries to stop or park and transfer to another, more efficient mode of transport. The hubs could include amenities like package lockers and dry cleaning along with multiple modes of alternative transport to get people and things to their final destinations, while keeping as many vehicles as possible off the streets.



**SOUTH BAY CITIES**  
COUNCIL OF GOVERNMENTS



**GATEWAY CITIES**  
COUNCIL OF GOVERNMENTS

November 27, 2018

Board of Directors  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, Ca. 90012  
Attention: Michele Jackson, Board Secretary

**RE: PROPOSED CRENSHAW / LAX – GREEN LINE OPERATING PLAN**

Dear L. A. Metro Board Members:

Since last September, the South Bay Cities COG and Gateway Cities COG have been advocating on behalf of option C-3 rather than C-1 for the Crenshaw / LAX – Green Line opening day. In November, the Metro Operations, Safety and Customer Experience Committee recommended implementation of Option C-3 on opening day of the Crenshaw Line and review of its performance after the first year of operations. Metro staff's recommendation of Option C-1 would not serve the interests of 218 elected officials representing 3 million L. A. County residents.

After several months of public meetings and deliberations, Conan Cheung, Metro's Senior Executive Officer, Operations, Service Development, Scheduling & Analysis, recently noted that, in addition to the traction power limitations on the Crenshaw Boulevard segment, the I-105 segment could not handle the three-minute bi-direction train frequencies needed for 6-minute peak hour service if either the Crenshaw Line or the Green Line is running three-car trains.

While it is unfortunate that the additional traction power capacity needed to support 3-car train service was removed during design of the Crenshaw/LAX Line, our COGs question the assumption that rail service in the early years of Crenshaw Line operations will require 3-car trains. Ridership projections indicate that the initial ridership on the Crenshaw Line can be accommodated with 2-car trains at least until the Airport/Metro Connector opens in 2023. If this is not true, we request documentation.

As is currently occurring on the Blue Line, the need for future capacity improvements on the Green Line would best be addressed during the Green Line 30-year mid-life rebuild in 2025. None of the Metro staff "new" concerns raised in the L. A. Times article over the Thanksgiving holiday warrant a change in the current Metro Operations, Safety and Customer Experience Committee

recommendation to implement Option C-3 on opening day of the Crenshaw Line and to review after the first year of operations.

Sincerely,

A handwritten signature in black ink that reads "Britt Huff". The signature is written in a cursive, flowing style.

Britt Huff, Chair  
South Bay Cities Council of Governments  
Mayor, Rolling Hills Estates

A handwritten signature in black ink that reads "Fernando Dutra". The signature is written in a cursive, flowing style.

Fernando Dutra, President  
Gateway Cities Council of Governments

c.c.: Metro Board Members / Alternates  
SBCCOG and GCCOG Board Members  
Phillip Washington, Metro CEO  
Jacki Bacharach, South Bay Cities COG Executive Director  
Nancy Pfeffer, Gateway Cities COG Executive Director

**2019 South Bay SBHP & MSP Candidate Project Application**

**PROJECT TITLE:**

**PROJECT LOCATION:**

The project is located at \_\_\_ in the City of \_\_\_, in the \_\_\_\_\_ area

**PROJECT LIMITS:**

This project limits are \_\_\_ [be specific] (example: intersection of Hawthorne and Manhattan Beach Blvd)

**NEXUS TO HIGHWAY OPERATION, DEFINITION/PROJECT PURPOSE:**

The purpose of this project is to \_\_\_\_, to [example: improve recurring congestion and operations in the morning traffic period/eliminate, etc.]\_\_\_\_\_

**PROJECT BACKGROUND:** [describe the existing condition at the proposed project location, and the documented or observed transportation deficiency in as much detail as possible] (example: 4 lane east and westbound arterial. In the peak morning traffic period 6-9 am, due to the high number of left turning traffic, and insufficient storage capacity in the left turn lane, vehicles are queued into the number 1 lane impeding through traffic.)

**REQUESTED FUNDING SOURCE:**

Please indicate the program(s) from which you are requesting funds.

\_\_\_\_\_ Measure R South Bay Highway Program (SBHP)

\_\_\_\_\_ Measure M Highway Efficiency and Operational Improvements Program (HEOI)

\_\_\_\_\_ Measure M Transportation System and Mobility Improvements Program (TSMIP)

**PROJECT BUDGET:**

COMPONENT	Measure R SBHP	Measure M MSP	Local Funds
PA/ED			
PS and E			
R/W Support			
R/W Capital			
Construction Support			
Construction Capital			
<b>Total Budget:</b>			
<b>Project Budget:</b>			

**JUSTIFICATION FOR WAIVER OF ANY ELIGIBILITY REQUIREMENTS:** [please provide a detailed justification for a requested waiver of any program eligibility rules, such as the Measure R SBHP requirement that the project be within one mile of a state highway or freeway. If no waiver is being requested, this section may be skipped.]

**QUALITATIVE PROJECT PERFORMANCE EVALUATION (FOR MEASURE M MSP PROJECT REQUESTS ONLY):** [For Measure M MSP project requests, please use the Harvey Ball assessment process to include a projection of the anticipated performance of the project for each of the following five themes: mobility, economy, accessibility, safety, and sustainability/quality of life.] Within each of the five themes, the appropriate Harvey Ball should be used to reflect the following criteria:

To achieve the following score in a single theme:	Project must meet the corresponding criterion:
● HIGH BENEFIT (100% score)	Significantly benefits one or more theme goals or metrics on a <u>subregional</u> scale
◐ MEDIUM BENEFIT (50% score)	Significantly benefits one or more theme goals or metrics on a <u>corridor or activity center</u> scale
◑ LOW BENEFIT (25% score)	Address one or more theme goals or metrics on a <u>limited/localized scale</u> (e.g., at a single intersection)
○ NEUTRAL BENEFIT (0% score)	Has no cumulative positive or negative impact on theme goals or metrics
— NEGATIVE IMPACT	Results in cumulative negative impact on one or more theme goals or metrics

Copy and paste the following into the chart below for this project:



**Project's Harvey Ball Assessment Projection:**

Mobility	Economy	Accessibility	Safety	Sustainability/ Quality of Life

**SCOPE:** [in a narrative, please describe the scope of the proposed improvements. The proposed improvements should directly address the transportation deficiency and problem identified above] (example: redesign center median between X and X to add an additional 20ft of storage in the left turn lane. Protected left turn signal phase will also be added to help clear the queues.)

**DESIGN:**

**I. Preliminary Design – “ \_\_\_\_ Report” as Final Work Product**

[Determine applicable tasks from examples below. Please add any additional tasks not listed in the examples.]

- A. Account for field visits of the project area to identify design issues. Record existing site conditions in photographs and/or video.
- B. Read, review and understand all aspects and goals of the Lead Agency’s General Plan Circulation Element and other plans, as these plans pertain to the widening and ultimate build-out of \_\_\_\_ Road.
- C. Incorporate provided layout plans to be incorporated into the final design.
- D. Provide a complete survey of the project area, establishing horizontal and vertical control for the project. Mapping shall include topographic features within 50 feet of project area.
- E. Identify and coordinate with all utilities in the project area to facilitate the final design of the Project.
- F. Conduct geotechnical investigations of \_\_\_\_ Street, between \_\_\_\_.
- G. Identify right-of-way acquisitions, and/or vacations to provide for the optimal alignment of Road, which shall incorporate roadway widening, development build outs and preservation of existing improvements and scenic character of the area.
- H. Identify street pavement structural sections for project area.
- I. Identify all drainage/BMP structure improvements, based upon hydrology, hydraulic calculations and water quality issues. Structural BMPs shall be incorporated into the street design for stormwater quality improvements prior to entering natural waterways.
- J. Prepare and submit a Report identifying the ultimate alignment of roadway improvements, as well as the recommended ultimate repair strategy for As part of the Report, the Consultant shall prepare and provide CAD drawings of the proposed alignment, which shall include vertical and horizontal alignment, improvements, and drainage/BMP structures. Right-of-way acquisitions and/or vacations shall be clearly identified.
- K. Prepare and submit an Engineer’s construction cost estimate for all recommended improvements identified in the Report.

**II. Environmental Analysis**

[Determine applicable tasks from examples below. Please add any additional tasks not listed in the examples.]

- A. Define a complete and detailed project description and delineate project study areas that will meet the needs of technical analyses and Initial Study/Mitigated Negative Declaration (IS/MND).
- B. Conduct the required technical analysis for the project evaluation.
- C. Prepare, following completion of appropriate technical analysis, an Administrative Draft IS, consistent with CEQA Guidelines Appendix G, for review and approval by the City.
- D. Prepare the Draft IS and Draft MND for public circulation.

- E. Prepare responses to public review of Draft and prepare a Final MND and submit for review to the City.
- F. Prepare a Mitigation Monitoring and Reporting Plan (MMRP).
- G. Coordinate with the City and prepare permit applications/notifications for the Project as applicable.
- H. Delineation of the Waters of the US will be conducted within the Environmental Study Limit (ESL) if applicable.
- I. Prepare a final Tree report and map.

**III. Final Design – Plans, Specifications and Estimates**

[Determine applicable tasks from examples below. Please add any additional tasks not listed in the examples.]

- A. Design the improvements to be made to the road consistent with road owner design standards.
- B. Prepare civil roadway plans for the required improvements, consistent with City format. At a minimum, the plan set shall include Title Sheet, Site Plan, General Construction Notes, Horizontal Control, Typical Sections and Details, Plan and Profile, Drainage/BMP Structure(s) Details, Traffic Striping/Signage/Signal Plans, Street Lighting/Electrical, Bike Lane Plans, and Median/Landscaping Plans.
- C. Submittal of plan set shall be delivered at 50% and 90% complete and final (five (5) sets per submittal). When project is complete, the Consultant shall provide AutoCAD files for all plan sheets.
- D. Document the implementation of the City's Public Participation Plan at 90%.
- E. Prepare construction specifications consistent with City format (SSPWC "Greenbook" APWA, current edition with updates.
- F. Prepare an engineer's construction cost estimate based on the itemized quantity take-off from the contract documents at 90% complete and final in a spreadsheet format.

**IV. Project Management and Preparation of Periodic Updated Schedule, Deliverables and Meetings**

[Determine applicable tasks from examples below. Please add any additional tasks not listed in the examples.]

- A. Meetings expected between the Consultant and City, shall be and are not be limited to: Project Kick-off Meeting and progress meetings.
- B. Provide periodic schedule updates on deliverables and meetings as changes to original schedule occur or as needed based on the needs of the project.

**RIGHT-OF-WAY:**

**Right-of-Way Support and Right-of-Way Capital [remove if not applicable]**

Right-of-Way Support:

[Determine applicable tasks from examples below. Please add any additional tasks not listed in the examples.]

- A. Prepare and provide exhibits, plats and legal descriptions for the properties requiring right of way acquisition, slope easements, temporary construction easements and/or rights-of-entry.

- B. Meetings expected between the Consultant and City, shall be and not be limited to: Project Kick-off Meeting, site visits, progress meetings and preparation for City Council meetings.
- C. Provide periodic schedule updates on deliverables and meetings as changes to original schedule occur or as needed based on the needs of the project.

Right-of-Way Capital:

[Use City's established Right-of-Way certification and acquisition policies or determine applicable tasks from examples below. Please add any additional tasks not listed in the examples.]

- A. Order title reports/litigation guarantees.
- B. Present conceptual plans to property owners adjacent to project.
- C. Engage an Appraiser if needed to prepare and provide appraisal of properties requiring right of way acquisition.
- D. Authorize appraisals and improvements pertaining to properties.
- E. Notify and meet with property owners of appraisals and detailed improvements to their properties.
- F. Set just compensation.
- G. Present written offer letters and appraisal summaries to property owners.
- H. Conduct negotiations to settlement.

**CONSTRUCTION:**

Grantee expects to provide construction oversight, and/or procure a consultant for construction management, award a contract for construction and to perform the following tasks: [modify as appropriate; example below]

- A. Provide or contract for Construction Management for the Project. This will be accomplished through an RFP if not provided by staff.
- B. Contract with a Contractor for construction.
- C. Project signage should meet signage standards.

The Design Consultant shall meet as needed with the Grantee to accomplish Project tasks as outlined. Meetings expected between the Consultant and Grantee shall include, but not be limited to, Pre-Construction Meeting, progress meetings and preparation of responses to RFIs.

**MILESTONES:** The implementation schedule for this project will be as follows. [Please include all applicable milestones and provide any additional specific activities that are not listed, under "other."]

	START DATE	COMPLETION DATE
<b>SOLICITATION (BID/PROPOSAL)</b>		
Develop Solicitation Package		
Solicitation Response		
Evaluations		
Selection		
Board Approval		
Contract Award		
Fully Executed Contract		
<b>PLANNING</b>		
Prepare Concept Report		
Prepare Feasibility Study		
Prepare Project Study Report		
<b>Intelligent Transportation System (ITS)</b>		
Feasibility Study		
Concept Exploration		
Insert other planning milestones		
<b>PRELIMINARY DESIGN</b>		
Prepare Detailed Design Plans		
Prepare Detailed Construction Plans		
Prepare Project Cost Estimate		
<b>Intelligent Transportation System (ITS)</b>		
Concept of Operations		
System Requirements		
High Level Design		
Insert other prelim design milestones		
<b>PA&amp;ED</b>		
Prepare Environmental Document		
Document Type:		
Scoping		
Technical Studies		
Draft Environmental Document		
Final Environmental Document		
Community Outreach		
Secure Project Approval		
<b>Intelligent Transportation System (ITS)</b>		
Categorical Exemption Filing		
Insert other PAED milestones		
<b>PS&amp;E</b>		
<b>35% PS&amp;E</b>		
Preliminary Investigations		
Preliminary Foundation		
Geometric Drawings		
Bridge Type Selection Roadway and Retrofit Strategy		
ADL Review		
Utilities		
Right-of-Way		
Estimating		
Civic Design		
Structural Design		
<b>Intelligent Transportation System (ITS)</b>		

Detailed Design		
ITS Drawings		
System Plans		
Communications Plans		
Systems Integrations Plans		
Software Specifications		
Project Review & Comments		
<b>65% PS&amp;E</b>		
Civil Design Plans		
Right-of-Way Engineering		
Structural Design		
Prepare Project Cost Estimate		
<b>Intelligent Transportation System (ITS)</b>		
Detailed Design		
ITS Drawings		
System Plans		
Communications Plans		
Systems Integrations Plans		
Equipment Specifications		
Software Specifications		
Project Review & Comments		
<b>95% PS&amp;E</b>		
Civil Design Plans		
Structural Design		
<b>Intelligent Transportation System (ITS)</b>		
Detailed Design		
ITS Drawings		
System Plans		
Communications Plans		
Systems Integrations Plans		
Equipment Specifications		
Software Specifications		
<b>Submittals &amp; Reviews</b>		
Submit Final PS&E		
Outside Agency Review		
Insert other PS&E Milestones		
<b>RIGHT OF WAY SUPPORT</b>		
Certification/Mapping		
Appraisal		
<b>RIGHT OF WAY ACQUISITION</b>		
Certification/Mapping		
Title Report		
Meet with Property Owners		
Appraisal		
Environmental Investigation		
Closing/Acquire Property/Relocation		
Physical Possession		
Remediation		
Insert other ROW milestones		
<b>Utility Relocation</b>		
Third Party Coordination		
Design Utilities		
Relocate Utilities		

**CONSTRUCTION MILESTONES:** The implementation schedule for this project will be as follows. **Please include all applicable milestones and provide any additional specific activities that are not currently listed under "other."**

	<b>START DATE</b>	<b>COMPLETION DATE</b>
<b>Solicitation (Bid/Proposal)</b>		
Develop Solicitation Package		
Solicitation Response		
Evaluations		
Selection		
Board Approval Process		
Contract Award		
Fully Executed Contract		
<b>Excavation</b>		
Clear/Grub		
Survey		
Sample Borings		
Grading		
Compaction		
Drainage		
<b>Environmental</b>		
Hazardous Materials Handling		
Archaeological		
Air Quality Monitoring		
<b>Concrete</b>		
Form Work		
Rebar Placement		
Pole Placement		
<b>Traffic Control</b>		
TMP		
<b>Structural</b>		
False Work		
Iron Placement		
Pole Placement		
<b>Utilities</b>		
DWP		
SCE		
LADOT		
<b>Materials</b>		
Long-Lead Equipment		
Staging		
Material Lay Down Area		
Signage		
<b>Electrical</b>		
Power U/G Communication		
A/G Testing/Acceptance		

	START DATE	COMPLETION DATE
<b>Landscape</b>		
Clearing		
Planting		
Plant Establishment		
Irrigation		
Testing		
General Construction/close out project		
<b>Change Orders</b>		
P.O. Processing Time		
Weather		
Third Party Issues		
Strike Labor Walk Outs		
Force Majeure		
Claims		

**VEHICLE PROCUREMENT MILESTONES:** The implementation schedule for this project will be as follows. Please include all applicable milestones and provide any additional specific activities that are not currently listed under "other."

	START DATE	COMPLETION DATE
<b>Solicitation (Bid/Proposal)</b>		
Develop Solicitation Package		
Solicitation Response		
Evaluations		
Selection		
Board Approval Process		
Contract Award		
Fully Executed Contract		
<b>Contract Administration</b>		
Notice to Proceed		
Change Orders		
Vehicle Delivery		
Vehicle Inspection/Quality Control		
Contract close out		
Insert Other Vehicle Procurement Milestones:		

**Location Map(s)**

**Please insert a map of the  
project area**

# Draft Selection Criteria for Three South Bay MSPs

Revised as of 11.23.18

## The Project Selection Process Is Common To All MSPs

There are three sub-regional 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 System Mobility Improvement Program #2 (TSMIP II). All candidate MSP projects considered for funding within the South Bay Measure M Multi-Year Sub-Regional Program (MSP) are screened for eligibility based on project selection criteria that are unique to each of the three MSPs and different from the Measure R South Bay Highway Program (SBHP).

The annual update cycle for MSP Programs includes a period for solicitation of new projects submitted by lead agencies. The projects undergo an eligibility determination and assessment using the selection criteria to create three separate MSP Candidate Project lists. Eligible projects can be considered for any or all of the three MSPs.

MSP funding for candidate 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 requested schedule 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.

The initial 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.

**Separate project selection criteria are needed for each of the three MSPs (HEOI, TSMIP I, TSMIP II)** Project selection criteria must be developed in consultation with all potential MSP funding recipients through an outreach process that must be described before a funding agreement is executed between Metro and the SBCCOG for development of the MSPs.

### 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
- Left-turn or right-turn lanes on state highways or arterials
- Signal Synchronization / ITS / Autonomous Vehicle Infrastructure System and local interchange modifications
- Safety improvements that reduce incident delay
- Transit Centers, Park and Ride Lots/Parking Structures

## HEOI Project Assessment

The following assessment criteria are used to assist in the process of programming the South Bay Measure M Highway Efficiency and Operational Improvements (HEOI) Program projects, as follows:

Assessment Criteria	Measures	Weight
1. Mobility/Accessibility Improvement	Project relieves congestion; improves travel times; improves effectiveness & reliability for street, highway and freeway users, eliminates trips	<b>25%</b>
2. Project Readiness	<p>Project definition of scope, total budget and proposed funding sources, and Measure M reimbursement schedule sufficient to initiate environmental clearance, Caltrans Project Development documents, or project design. Public outreach process completed by lead agency. City Council resolution or equivalent.</p> <p>Projects ready to enter the construction phase during years 1 or 2 will receive priority over other project requests. This priority will be revisited annually after year 2.</p> <p>Agencies requesting year 1 or 2 MSP funding reimbursements must be ready to execute a funding agreement with Metro. Requests for funding reimbursements during years 3-5 must document project progress needed to enable signing a funding agreement by year 3.</p>	<b>15%</b>
3. Project Need & Benefit to Transportation System	Regional or Sub-regional mobility benefits, integration with goods movement, reduce safety incidents, improve safety, eliminates operational deficiencies	<b>15%</b>
4. MSP leverage & Cost Effectiveness	<p>Cost per unit of delay reduction, lead agency commitment to life-cycle O&amp;M expenses, percentage of cost provided by non-SBHP funding allocated to project.</p> <p>Document good faith effort to secure matching funds.</p> <p>Lead Agency support costs capped at 10%.</p>	<b>10%</b>

5. Land Use, Environmental Compatibility and Sustainability	Supports local land use, and transportation and environmental policies, VMT, GHG emissions reduction, improves environmental quality, public health, quality of life. Address consequences of not implementing project.	<b>10%</b>
6. Regional Significance, Multi-Jurisdictional Effort	Project or project benefit crosses jurisdictional boundaries. Shared priority for affected jurisdictions' decision makers. Supports LRTP or regional program; or on Metro's Countywide Strategic Arterial Network (CSAN) or CSTAN (Countywide Strategic Truck Arterial Network); or connectivity/gap closure; or improves access to activity centers	<b>15%</b>
7. Economic Vitality/Improved Quality of Life	Support job creation & retention; support goods movement; reduce household transportation costs;	<b>10%</b>
Total		<b>100%</b>

**Potentially eligible TSMIP I, II Project Examples:**

- Signal Synchronization
- Intelligent Transportation Systems
- Autonomous Vehicle Infrastructure System
- Transportation Management Systems (Traffic Operations Centers, Emergency Management)
- Broadband Infrastructure
- Goods Movement on CSTAN network
- Paratransit (Dial-a-Ride, Senior / Disabled Capital Projects)
- Metro / Municipal Transit Capacity Expansion
- Transit Centers / Park and Ride Lots and Parking Structures
- Bus Lanes
- Transportation Enhancement / Beautification Elements of Transportation Improvements
- Transit Stop Enhancements
- Vehicle Conversion (Electric Vehicle Charging Infrastructure)
- Land Use and Transportation Projects that reduce vehicle miles travelled
- Complete Streets
- Living Streets
- Pedestrian Infrastructure / ADA Improvements
- Bikeways and Bike Route/Slow Speed Infrastructure
- Car Sharing / Ridesharing / Vanpool / Telecommuting Capital Projects
- Sustainable SB Plan (Neighborhood-Oriented Development, First / Last Mile Infrastructure)
- Active Transportation
- Safe Routes to Schools

## TSMIP I Project Assessment Criteria

The following assessment criteria are used to assist in the process of programming the South Bay Measure M Transportation System and Mobility Improvement Program I projects, as follows:

Assessment Criteria	Measures	Weight
1 Mobility/Accessibility Improvement	Project increases travel by transit, paratransit, shared transportation programs, bicycle, other local vehicle modes and pedestrian modes; improves travel times. Improves effectiveness & reliability for core riders. Enables “trip not taken”. Active Transportation.	20%
2. Project Readiness	<p>Project definition of scope, total budget and proposed funding sources, and Measure M reimbursement schedule sufficient to initiate environmental clearance, Caltrans Project Development documents, or project design. Public outreach process completed by lead agency. City Council resolution or equivalent.</p> <p>Agencies requesting year 1 or 2 MSP funding reimbursements must be ready to execute a funding agreement with Metro. Requests for funding reimbursements during years 3-5 must document project progress needed to enable signing a funding agreement by year 3.</p> <p><b>Evidence that project will be completed by 2032.</b></p>	15%
3. Project Need & Benefit to Transportation System Accessibility	Sub-regional mobility benefits, VMT reduction, reduced safety incidents, improved personal safety. Improved transportation options; improved service to transit; improved first / last mile connections to transit.	15%
4. MSP leverage & Cost Effectiveness	<p>Qualitative assessment of project cost versus benefit, lead agency commitment to life-cycle O&amp;M expenses, percentage of cost provided by non-MSP funding allocated to project.</p> <p>Document good faith effort to secure matching funds.</p> <p>Lead Agency support costs capped at 10%.</p>	10%
5. Land Use, Environmental Compatibility and Sustainability	Supports local land use and environmental policies, GHG emissions reduction. Address consequences of not implementing project.	10%
6. Regional or Multi-jurisdictional benefit or effort	Project or project benefit crosses boundaries with a shared priority by affected jurisdictions’ decision makers. Supports Metro LRTP; project is on Metro’s Countywide Strategic Arterial Network (CSAN) or CSTAN (Countywide Strategic Truck Arterial Network); or project improves connectivity; or closes a network gap; or improves access to activity centers.	10%

7. Economic Vitality	Increases economic output; supports job creation & retention; reduces household transportation costs.	<b>10%</b>
8. Sustainability & Quality of Life	Improves environmental quality; improves public health; improves quality of life.	<b>10%</b>
Total		<b>100%</b>

### TSMIP II Project Assessment Criteria

The following assessment criteria are the same as for TSMIP I with the exception of project readiness. TSMIP I requires projects to be completed by 2032; TSMIP II funding does not expire. Selection criteria are used to assist in the process of programming the South Bay Measure M Transportation System and Mobility Improvement Program II projects, as follows:

<b>Assessment Criteria</b>	<b>Measures</b>	<b>Weight</b>
1 Mobility/Accessibility Improvement	Project increases travel by transit, paratransit, shared transportation programs, bicycle, other local vehicle modes and pedestrian modes; improves travel times. Improves effectiveness & reliability for core riders. Enables “trip not taken”. Active Transportation.	<b>20%</b>
2. Project Readiness	Project definition of scope, total budget and proposed funding sources, and Measure M reimbursement schedule sufficient to initiate environmental clearance, Caltrans Project Development documents, or project design. Public outreach process completed by lead agency. City Council resolution or equivalent.  Agencies requesting year 1 or 2 MSP funding reimbursements must be ready to execute a funding agreement with Metro. Requests for funding reimbursements during years 3-5 must document project progress needed to enable signing a funding agreement by year 3.	<b>15%</b>
3. Project Need & Benefit to Transportation System Accessibility	Sub-regional mobility benefits, VMT reduction, reduced safety incidents, improved personal safety. Improved transportation options; improved service to transit; improved first / last mile connections to transit.	<b>15%</b>
4. MSP leverage & Cost Effectiveness	Qualitative assessment of project cost versus benefit, lead agency commitment to life-cycle O&M expenses, percentage of cost provided by non-MSP funding allocated to project.  Document good faith effort to secure matching funds.  Lead Agency support costs capped at 10%.	<b>10%</b>

5. Land Use, Environmental Compatibility and Sustainability	Supports local land use and environmental policies, GHG emissions reduction. Address consequences of not implementing project.	<b>10%</b>
6. Regional or Multi-jurisdictional benefit or effort	Project or project benefit crosses boundaries with a shared priority by affected jurisdictions' decision makers. Supports Metro LRTP; project is on Metro's Countywide Strategic Arterial Network (CSAN) or CSTAN (Countywide Strategic Truck Arterial Network); or project improves connectivity; or closes a network gap; or improves access to activity centers.	<b>10%</b>
7. Economic Vitality	Increases economic output; supports job creation & retention; reduces household transportation costs.	<b>10%</b>
8. Sustainability & Quality of Life	Improves environmental quality; improves public health; improves quality of life.	<b>10%</b>
Total		<b>100%</b>

**South Bay Measure R / Measure M Highway Programs**

December 2018	January 2019	February 2019
<p><b>6. Metro Board Meeting</b></p> <ul style="list-style-type: none"> <li>Crenshaw-LAX Operating Plan consideration by Metro Board</li> </ul> <p><b>10. SBCCOG Transportation Committee</b></p> <ul style="list-style-type: none"> <li>SBHP Project APE Report</li> <li>South Bay Measure M MSP Selection Criteria, Project Application</li> <li>Crenshaw-LAX Operating Plan</li> <li>ExpressLane Interfund Borrowing</li> </ul> <p><b>n/a IWG Meeting</b> No meeting in December; next SBCCOG IWG Meeting is 1/9/19</p> <p><b>17. Measure M Task Force (Conference Call rather than meeting)</b></p> <ul style="list-style-type: none"> <li>Respond to questions/comments on Candidate Projects</li> </ul> <p><b>n/a SBCCOG Board Meeting</b> No meeting in December; next SBCCOG Board Meeting is 1/24/19</p>	<p><b>9. IWG Agency Staff Meeting</b></p> <ul style="list-style-type: none"> <li>Recommend FY 19-20 Measure R SBHP Metro Budget Request</li> <li>Review Measure M MSP Project Applications</li> <li>Review SBHP Project APE Report</li> <li>Broadband Update</li> <li>Spotlight: Inglewood Entertainment District</li> </ul> <p><b>14. SBCCOG Transportation Committee</b></p> <ul style="list-style-type: none"> <li>SBHP Project APE Report</li> <li>South Bay Measure M MSP Development Program Update</li> <li>Crenshaw/LAX Operating Plan Update</li> <li>Recommend FY 19-20 Measure R SBHP Metro Budget Request</li> </ul> <p><b>16. Measure M Task Force</b></p> <ul style="list-style-type: none"> <li>Review Measure M MSP Project Applications</li> </ul> <p><b>24. L. A. Metro Board Meeting</b></p> <p><b>24. SBCCOG Board Meeting</b></p> <ul style="list-style-type: none"> <li>Approve Measure R SBHP FY 19-20 Metro Budget Request</li> </ul>	<p><b>TBD. Measure M Task Force</b></p> <ul style="list-style-type: none"> <li>Recommend 5-Year Program of Measure M MSP Projects</li> </ul> <p><b>11. SBCCOG Transportation Committee</b></p> <ul style="list-style-type: none"> <li>SBHP Project APE Report</li> <li>Recommend 5-Year Program of South Bay Measure M MSP Projects</li> </ul> <p><b>11. SBCCOG Steering Committee</b></p> <ul style="list-style-type: none"> <li>Approve 5-Year Program of South Bay Measure M MSP Projects</li> </ul> <p><b>13. IWG Public Meeting</b></p> <ul style="list-style-type: none"> <li>Review SBHP Project APE Report</li> <li>Update on 5-Year Program of Measure M MSP Projects</li> <li>Spotlight: Metro Microtransit</li> </ul> <p><b>21. L. A. Metro Board Meeting</b></p> <p><b>n/a SBCCOG Board Meeting</b> No meeting in February due to General Assembly; next SBCCOG Board Meeting is 3/28/19</p> <p><b>28. SBCCOG General Assembly</b></p>

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