

# South Bay Cities Council of Governments

## Infrastructure Working Group (IWG)

### AGENDA

Wednesday, December 9, 2020

12:00 pm – 1:30 p. m.

NOTE: The meeting will be conducted via Zoom

ACCESSING THE MEETING:

[https://zoom.us/meeting/register/tJcrcO6upzspHdLDLZ9Ir5zxqSnccdlZY9ww](https://zoom.us/join/zoom/register/tJcrcO6upzspHdLDLZ9Ir5zxqSnccdlZY9ww)

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

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

**January 13, 2021**

**February 10, 2021**

**March 10, 2021**

- 12:00 p. m.    October 14, 2020 IWG Meeting Notes Approval (Attachment A)**
- 12:02 p. m.    Agency & Other Update Reports**
- **SBCCOG – Program update – Jacki Bacharach**
  - **LA County DPW – South Bay Traffic Forum – Update**
  - **Caltrans District 7 South Bay Projects – Update**
  - **L. A. Metro - Updates**
    - **L. A. Metro Board Actions - Update**
    - **Metro TAC & Streets and Freeway Subcommittee Actions / TAC Representatives**
- 12:15 p. m.    SBCCOG Metro Budget Request Process Initiation and Overview**
- 12:30 p. m.    Spotlight Presentation: Parametric Planning & Curb Asset Management – David Chow, Jason King, and Peter Richards with IBI Group**
- 1:10 p. m.    COVID 19 Recovery Roundtable – Discussion / agency updates**
- 1:20 p. m.    December SBCCOG Transportation Update (Attachment B)**
- 1:25 p. m.    3-Month Look Ahead (Attachment C)**
- 1:30 p. m.    Announcements / Adjournment**

**NOTE:** To include an item on the January 13<sup>th</sup> agenda, e-mail to [lantzsh10@gmail.com](mailto:lantzsh10@gmail.com) by January 4<sup>th</sup>

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## South Bay Cities Council of Governments

### Infrastructure Working Group Meeting Notes – October 14, 2020 (Held via Zoom)

**Attendees:** Chair Ted Semaan (Redondo Beach); Lifan Xu (El Segundo); Stephanie Katsouleas, Prem Kumar & Erik Zandvliet (Manhattan Beach); David Wahba (Rolling Hills Estates); Barbara Marquez & Robert (Caltrans); Rachel Roque (Sup. Hahn); John Ickis & William Johnson (LA County DPW); Isidro Panuco & Mark Dierking (Metro); Jacki Bacharach, Steve Lantz & David Leger (SBCCOG); Deven Upadhyay, Rupam Soni & Charles Gale (Metropolitan MWD); E.J. Caldwell (West Basin MWD); Carlos Ortiz (Advantec USA); Anissa Voyiatzes (Arduzza); Marie Marston (Civil Works Engineers); Steven Anderson (DEA Inc); Rawad Hani (GenTec); Natasha DeBenon (Ghirardelli); Wayne Richardson (HDR); Viggen Davidian (Iteris); Myriam Frausto (MarkThomas); Margaret Novak & Majid Sarraf (Michael Baker); Janna McKhann & Aaron Edwards (NexTech); Lorraine Ahlquist (Rincon); Diego Cadena (WKE)

- I. **Self-Introductions and Approval of September 9, 2020 IWG Meeting Notes** – Chair Ted Semaan called the meeting to order at 12:05 pm. The September 9, 2020 meeting notes were approved without objection.
- II. **Agency & Other Update Reports**
  - A. SBCCOG: Ms. Bacharach reported that SBCCOG is organizing a SBFN Celebration Ceremony for 10:30am on November 17<sup>th</sup> to celebrate the completion of the core fiberoptic ring network and to thank those who help make the project possible. The SBCCOG also recently launched the Home Share South Bay program which is a service that matches South Bay residents that have an extra room available in their homes with others. The goal is to help prevent those facing homelessness from becoming homeless by matching them with homeowners who may need extra income help paying rent, household services, etc. Insurance and background checks are included. The SBCCOG is also working on a lobbying effort related to housing legislation that could be supported by the South Bay. The City of Torrance also requested that the SBCCOG consider restarting the regional approach to coyote management, but due to current financial constraints, it is not a high priority for the other cities. At the October Board of Directors meeting, there will be a presentation on the COVID-19 vaccine effort underway at Harbor UCLA.
  - B. South Bay Traffic Forum (LACDPW): Mr. Ickis reported updates on the various County ITS and TSSP projects taking place in the South Bay. The detailed updates are available in a written report available here: [https://www.southbaycities.org/sites/default/files/infrastructure/HANDOUT\\_ITS%20%26%20TSSP%20status%20-October%202020.pdf](https://www.southbaycities.org/sites/default/files/infrastructure/HANDOUT_ITS%20%26%20TSSP%20status%20-October%202020.pdf)
  - C. Caltrans District 7: no update provided.
  - D. LA Metro
    - 1) LA Metro Board: Mr. Panuco reported that the Metro Board approved the FY21 budget at last month's meeting. He also reported that funding agreements/amendments are in the works for several Measure M and Measure R projects, including the Caltrans PCH project and the I-405/Crenshaw Blvd. project.
    - 2) Metro TAC & Streets and Freeway Subcommittee: Mr. Semaan informed the group that Carson representatives have asked to step away from TAC representation due to staffing shortages at the city. If you are interested in serving, please contact David Leger. Mr. Zandvliet reported that the Streets and Freeways subcommittee did not meet this month but shared that the HSIP project application deadline was extended to November 2nd.
- III. **SBCCOG Metro Budget Request Update and Request for Additional Funding**
  - A. **City of Torrance Request for Additional Funds**

Mr. Lantz reported that Torrance has requested additional funding for the Transit Center Park and Ride project. Due to the timing of the need, the City is requesting an expedited process, apart from the annual Metro Budget Request cycle. Ms. Bacharach clarified that the project is not out of funding, but that it is a cashflow issue they are facing. Mr. Lantz added that the city one-on-one meetings will be scheduled once funding updates are provided by Metro. Funding priority will be given to those projects already under construction or design and, if additional funding is available, new projects will be considered at that time.
- IV. **Caltrans D7 Ambassadors Program Introductions and Overview**

Caltrans Deputy Directors Barbara Marquez and Robert So introduced themselves as the new Ambassadors for the Caltrans District 7 and provided a brief overview of the Caltrans Ambassadors Program for the two Caltrans service areas in the South Bay. The program aims to improve communication and strengthen partnerships with local

communities by creating a lead point of contact for individual cities who can help access any Caltrans resources needed to address issues. District 7 deputy district directors have been assigned geographical areas to serve as the agency's local liaisons and help Caltrans better understand and meet the needs of local cities. Ms. Marquez and Mr. So touched on Caltrans' efforts to address equity via the Division of Planning Transportation Equity Branch; maintenance services; collaborative efforts on homelessness; and the Small Business Outreach Program. For more detail, the presentation is available online here:

[https://www.southbaycities.org/sites/default/files/infrastructure/PRESENTATION\\_Caltrans%20Ambassador%20Program.pdf](https://www.southbaycities.org/sites/default/files/infrastructure/PRESENTATION_Caltrans%20Ambassador%20Program.pdf) . Slide 3 shows which cities are assigned to each deputy district director.

V. **Spotlight Presentation: Update on MWD's Regional Recycled Water Advanced Purification Program**

Mr. Upadhyay presented an update on the Metropolitan Water District's regional recycled water program that will develop a new regional water source to help replenish groundwater basins, provide water to industries, and to connect to MWD's other water treatment plants. The program would create approximately 150 million gallons of water per day, enough water for over 500,000 homes, and is one of the largest programs of its kind in the world. The program is being done in partnership with the Los Angeles County Sanitation Districts at their facility in Carson. For more information, the entire presentation is available online here:

[https://www.southbaycities.org/sites/default/files/infrastructure/PRESENTATION\\_Regional%20Recycled%20Water%20Program.pdf](https://www.southbaycities.org/sites/default/files/infrastructure/PRESENTATION_Regional%20Recycled%20Water%20Program.pdf)

VI. **Presentation by LA County Public Works: System Detection Project**

Mr. Ickis gave a brief presentation on LA County's South Bay Arterial System Detection Project that will improve traffic flow and reduce congestion. The project will identify and install arterial system detectors at various locations within South Bay cities to support traffic signal operations and network performance measurements that can enable traffic-responsive signal operations, collect traffic data, measure travel times, and more. The project is expected to begin construction in late 2021 and be completed in late 2022. For more detail including maps and the full presentation, please visit:

[https://www.southbaycities.org/sites/default/files/infrastructure/PRESENTATION\\_South%20Bay%20Systems%20OG%20Presentation\\_Final.pdf](https://www.southbaycities.org/sites/default/files/infrastructure/PRESENTATION_South%20Bay%20Systems%20OG%20Presentation_Final.pdf)

VII. **COVID-19 Roundtable**

Ms. Katsouleas asked the group if they had staff back in the office and if their city was open to the public. She shared that in Manhattan Beach, the City offices were not open to the public and staff was continuing to work at home as much as possible.

Mr. Semaan shared that in Redondo Beach, City Hall continues to be closed and there is only a skeleton crew in the office. Most public facilities continue to be closed.

Mr. Xu shared that El Segundo staff is back in the office and City Hall is open. Certain staff are able to work from home a couple days per week. Certain facilities, such as the senior center, continue to be closed.

Mr. Wahba added that in Rolling Hills Estates, City Hall is open, but staff is currently operating on an alternating 9/80 work schedule so that only half are there at one time.

The group then briefly shared their experiences with outdoor dining in their cities and the challenges they face as the wet season approaches. Some facilities were built with stormwater and runoff in mind and some were not and now must be retrofitted. Some cities shared that permit fees were waived and some parklets were built by the city. Code enforcement continues to monitor for unsafe outdoor heating devices, etc.

VIII. **FY21 APE Baseline Report**

Mr. Lantz announced that after conversations with Metro staff over the past several weeks, the SBCCOG will no longer produce the APE. Metro staff no longer utilizes the report, and after consulting with the IWG Chair, he concurred. The SBCCOG will no longer monitor projects at an individual level but will continue to assist local agencies to develop new projects, monitor the program and make budget recommendations through the annual Metro Budget Request process. This will also conform the SBCCOG's role in the Measure R South Bay Highway Program to its role in the Measure M Multi-Year Subregional Programs and is consistent with our Measure R funding agreement with Metro.

IX. **October 2020 SBCCOG Transportation Update** – Received and filed.

X. **Three-Month Look Ahead** – Received and filed.

XI. **Announcements & Adjournment**

Chair Semaan adjourned the meeting at 1:25 p.m. until December 9th, 2020 (public meeting). To include an item on the agenda, please email Steve Lantz ([lantzsh10@gmail.com](mailto:lantzsh10@gmail.com)) by November 30, 2020.

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December 1, 2020

TO: SBCCOG Transportation Committee  
SBCCOG Infrastructure Working Group  
SBCCOG Transit Operators Working Group  
SBCCOG Board of Directors

FROM: Steve Lantz, SBCCOG Transportation Director

RE: SBCCOG Transportation Update Covering November 2020

**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**

**Federal Transition: 5 Potential Transportation Policy Changes**

The new administration may change federal policy in the following five areas:

1. **SAFE Rule Elimination.** In August 2018, the National Highway Traffic Safety Agency (NHTSA) and the US Environmental Protection Agency (US EPA) proposed the Safer Affordable Fuel-Efficient (SAFE) Vehicle Rule. The Rule creates national fuel efficiency standards for cars and light trucks at 2020 levels and repeals California's higher fuel efficiency standards, The Biden Administration will likely withdraw the rule.
2. **Climate Change and Transportation.** Biden will include climate experts across many agencies with a strong focus on transportation. California may be a national model as Phil Washington (LA Metro CEO) and Therese McMillian (MTC CEO) are key members of Biden's transportation transition team. Agency transition teams are in charge of reviewing current projects and ongoing initiatives, meeting with career federal employees, and preparing the members of the incoming cabinet for their roles and priorities.
3. **COVID Relief v. Infrastructure Stimulus v. Reauthorization.** There will be only so much room to adopt new spending measures in a divided Congress. With a COVID relief (including transit subsidies) a near certainty, and a surface transportation reauthorization due late in 2021, a "bipartisan" infrastructure bill may be a tough sell.
4. **Reauthorization?** Biden has proposed a \$2 trillion infrastructure plan to promote clean energy and modernize current U.S. systems. But expect more tinkering with the INVEST Act (the transportation reauthorization adopted in June). Earmarks may make a comeback. How to pay for it remains an open question.
5. **State Exodus?** Federal agencies modeling California policies are likely to hire away expertise from the Golden State. ARB Chair Mary Nichols is a potential selection to head US EPA. How many other state leaders will head to D. C.?

## **Federal Transportation Funding Bill Advances**

The transportation funding bill authored by U.S. Sen. Susan Collins (R-ME) moved out of committee November 10<sup>th</sup>. Collins, Chairman of the Transportation Appropriations Subcommittee, was one of the authors of the FY 2021 Transportation, Housing and Urban Development funding bill, which has broad, bipartisan input and support. The bill will now go to Conference Committee before heading to the House and Senate floors for a vote.

The bill provides \$74.8 billion in new funding, \$561 million more than last year. Included in the bill are \$1 billion for BUILD grants, which provide federal assistance for transportation projects across the country; \$46.4 billion for Federal-aid highways from the Highway Trust Fund, consistent with the recent extension of the FAST Act; \$18 billion for the Federal Aviation Administration with increased funding for aviation safety; and \$2 billion for Amtrak.

## **State**

### **Caltrans To Advance Road Charge Testing**

With support from a federal Surface Transportation Funding Alternative grant, California will undertake a second round of tests to determine how road charge can work with four technologies: usage-based insurance, ridesharing, electric vehicle charging stations/pay-at-the-pump systems, and autonomous vehicles.

Interested in participating? The demonstration will begin in January 2021 and run for six months. To learn more or participate in the next round of demonstration projects, use this link: The first step is to fill out the information requested on the Caltrans California Road Charge website: <http://www.caroadcharge.com/engage/contact-us/>.

### **California Updates Regulations in Anticipation of Robo-Taxis**

Robotaxis do not exist yet. Some experts suspect the driverless services won't circulate widely for another decade. But in November, the California Public Utilities Commission adopted new rules that updated regulations first established in 2013 for ride-hailing services. The new rules govern how ride-hail services without a driver behind the wheel might work.

There are separate rules for autonomous vehicles with safety drivers and those without. But operators of both types of services will have to hand over lots of information to the government: data on where robo-taxi riders are picked up and dropped off; how many miles the vehicles travel; whether the vehicles are powered by gas or electricity; whether rides are available in underserved communities; and a safety plan, which Californians will be able to comment on.

At the California Public Utilities Commission, ride-hail companies, autonomous vehicle developers, advocacy groups, and local governments have been intensely debating what a driverless taxi service should look like, and what the companies operating on public roads should be required to do. Many commenters suggested the agency take steps it did not take in regulating ride-hail companies a few years ago. The new regulations require more public data from the companies, and are more stringent about accessibility requirements and environmental effects of developing technology.

## **Region**

### **Redondo Beach Leads Biking and Walking Injuries And Fatalities**

According to the California Transportation Injury Mapping System, the Artesia and Aviation corridors are among the most dangerous the South Bay. Redondo Beach has approximately three times the number of residents as Hermosa Beach and twice the number of residents of Manhattan Beach. But even on a per capita basis, Redondo is an outlier in its number of cycling and pedestrian collisions and deaths.

Between 2010 and 2019, Redondo Beach had four cycling fatalities and eight pedestrian fatalities. By contrast Hermosa Beach had no cycling or pedestrian fatalities. Manhattan had one cycling death and one pedestrian death.

### **Metro Approves NextGen Bus Plan; Implementation to Begin In December**

The L. A. Metro Board of Directors approved a three-tiered NextGen bus plan at its October 23<sup>rd</sup> meeting after three years of planning. The initial changes in routes and schedules for the nation's second busiest bus system will begin in December 2020, with a second and third round of changes coming in June 2021 and December 2021.

Under the new service plan, buses will arrive every five to 10 minutes for 83 percent of current riders compared to around 48 percent today. One of the key changes will be to combine most rapid and local bus lines that currently operate on duplicative routes. These new combined services will stop fewer times than a prior local bus but a few more than a prior rapid line. In combination with transit signal priority that has been a key part of rapid service, all riders on the former rapid routes will have faster door-to-door trips.

### **Port of L. A. Issues RFI For Zero-Emission Trucks at The Port Of Los Angeles**

Los Angeles issued a Request for Information (RFI) on November 3<sup>rd</sup> to solicit proposals on expanding the use of zero-emission technology at the Port of Los Angeles (POLA) with a goal of achieving all zero-emissions drayage trucks serving the San Pedro Bay port complex by 2035.

As part of the RFI, the private sector is asked to provide input to POLA as it looks at strategies to develop and adopt zero-emission trucks at the site. The Port is currently engaged in 16 different zero-emission demonstration projects designed to bring feasible technology to the marketplace. The RFI is designed to recruit the best ideas available to help POLA serve as a catalyst and make a meaningful impact on climate change.

Proposers were asked to make the best use of public and private funding sources; new asset management solutions that can accommodate San Pedro Bay Ports' scale; proposal for charging and fueling infrastructure; maintenance and procurement methods and models for public-private partnerships.

### **Urban Planners Are Coming for Your City's Curb Space**

A panel of transportation and logistics experts at the Vision Zero Cities Conference in mid-October predicted continued and long-lasting changes in the way curbs, sidewalks, and curbside parking spaces are organized, managed, and prioritized, in part due to the intermittent closure of retail and restaurants during the COVID-19 pandemic.

Road pricing has become a common policy tool and urban planners are beginning to focus on its cousin, the curb, by asking about valuing the various uses of curbs that are provided free to

parked automobiles. In their view, curb space should be charged for, using technology that can calculate a curb's current occupancy rate, its latent demand and what its market price should be used for to prevent overcrowding and suboptimal curb use. Some interesting uses:

**Toll lanes:** If those lanes were subject to tolls, they could function as an express toll lane with a policy that allows buses to use the lanes for free.

**Bus shelters:** The bus riding experience could be improved by using curb space at intersections for bulb outs with permanent bus shelters. Large well-lit structures with maps, seating and advertising are too big for most sidewalks, but become feasible when curb space is available.

**Micro-mobility lanes:** Provide a protected right of way for bikes, scooters and mopeds. Using curb space to install protected micro-mobility lanes would make streets and sidewalks safer for all users.

**Micro-mobility parking:** Convert one parking space per block to safely store shared-bikes and scooters.

**Paid just-in-time drop-off zones:** Avoid double parking by Uber or FedEx by designating some curb space as paid drop-off space, charging per minute. Mobile apps will soon be able to direct deliverers — not just those in trucks, but also those in smaller vehicles — to available spaces in the last mile before a stop.

**Leased carshare parking:** A curb pricing program could allow carshare companies to lease a certain amount of curb space for their operations.

**Outdoor dining:** Make this al fresco use permanent post-pandemic by renting the space to adjacent restaurants.

**Paid parking:** Of course, there's nothing wrong with using curb space for old-fashioned traditional paid parking, by the hour or even the day. Pricing the curb would entail a balancing act for different users. Persons with disabilities, for example, should have complimentary access.

**General street beautification:** Above all, better curb management means nicer streets. Space that isn't used for free parking can go for everything from wider sidewalks to more seating, parklets, trees and flower beds. Cities could even use the added space to build elaborate road medians, pushing traffic flow away from sidewalks and pedestrians.

The biggest challenge to this (and the reason market-based curb management isn't common) is the difficulty of determining the real value of a specific stretch of curb space. Beyond parking meters and residential permit parking, public agencies have yet to put a price on that free public sidewalk and curb lane. By including a pricing structure in each innovative use of the curb, local jurisdictions can take a step toward using the space to better address cities' needs.

### **‘Live and Work From Anywhere’ Is Here To Stay**

Working from home was intended to be a temporary measure for millions of workers in the early days of COVID-19. With no clear end in sight eight months later, employers are offering

a perk that would have been unthinkable at the start of the year: Live and work from wherever you want — permanently.

It is a monumental shift for corporate America, one that's forcing companies to rethink the ways they conduct business, manage employees and shape their corporate cultures. But there is often a catch.

Tech companies are leading the way. Facebook, Twitter, VMware, Stripe and ChowNow are among those that have rolled out permanent work-from-anywhere policies and salary adjustments, and are preparing for a wave of employees to distance themselves from headquarters and other main offices. In May, Mark Zuckerberg predicted that up to half of Facebook's employees would work from home within five to 10 years.

The benefits for workers are clear: less time stuck in traffic, more time at home, greater freedom to set and manage one's own schedule, and the possibility of relocating to a more affordable city or to be closer to extended family.

For employers, the greatest upside is the ability to attract new employees who live in places they would not have hired from in the past, giving them a competitive edge over rivals who insist on in-office workers.

Since surveys have shown only 10% of employees said they want to be in the office post-COVID the majority of the time, and to make things fair post-COVID under the new policies, existing knowledge employees that don't need to work in an office are also being allowed to move wherever they want to live. It is not clear how companies will handle employees that need to work at the office on a regular schedule or how much compensation will be discounted for employees that only work from home part time. Twitter is adjusting pay on a case-by-case basis.

There is also no consistent HR policy on how working from home will change corporate communications protocols, virtual meeting policies, and opportunities for advancement. Twitter has also adapted its coveted high-tech campus perks: With employees spread in far-flung locations across numerous time zones, Twitter has sought to maintain a sense of togetherness this year by hosting virtual tea times, cooking demonstrations and magic shows, as well as a Virtual Hack Week.

Other employers have provided access to remote yoga and meditation classes; provide reimbursements or financial allowances for day care, at-home fitness equipment and Wi-Fi; and are given \$1,000 to help set up home office spaces. Some employers are offering one-time bonuses up to \$20,000 to permanently work from home anywhere in the U. S.

For those who move to less-expensive cities, some companies that allow working from anywhere are adjusting pay based on factors including the cost of labor and income tax rates in an employee's new location. In some cases, employees have seen their salaries cut by more than 10% based on the cost of living differential between their former workspace and their new home office. Other companies are eliminating geographic compensation zones in the U.S. by putting all employees on the same highest compensation regardless of where they live and work.

### **Private Sector Is Developing Flying Taxis in Time For The 2028 Los Angeles Olympics**

A race is on to develop a commercial flying taxi service in time for the 2028 Olympic and Paralympic Games in Los Angeles. The helicopter-like service is tentatively called Uber Air and the company plans to eventually oversee production of 10,000 electric aircraft annually. The first air shuttles could be in service as early as 2023.

Hyundai is the latest company to join Uber to refine the technology so it would be available by 2028. Uber and Hyundai are also working in partnership with two aircraft companies, Embraer and Pipistrel Aircraft. The company expects the cost of operating a helicopter will be close to \$700 per flight hour. The electrically-powered personal air vehicle (PAV) will have the capability to carry up to four passengers on trips of up to 60 miles at speeds reaching 180 mph.

With so many vehicles projected to be zipping around the city's skies, Uber is planning to construct "skyports" where passengers can board aircraft en-route to another hub. Architecture firm Gensler is designing the flying taxi stations that will be distributed throughout Los Angeles at strategic points where passengers can easily access public transportation or shared devices like bikes and scooters.

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

December 2020	January 2021	February 2021
<p><b>3. Metro Board Meeting</b></p> <p><b>9. IWG Meeting</b></p> <ul style="list-style-type: none"> <li>• Metro Budget Request Process</li> <li>• Parametric Design &amp; Curb Asset Management Presentation</li> </ul> <p><b>11. Metro South Bay Service Council Meeting</b></p> <p><b>14. SBCCOG Transportation Committee Meeting</b></p> <ul style="list-style-type: none"> <li>• LAMP Update by LAWA</li> <li>• Metro Budget Request Process</li> </ul> <p><b>14. SBCCOG Steering Committee Meeting</b></p> <p><b>X. Transit Operators Working Group-DARK</b></p> <p><b>X. SBCCOG Board Meeting-DARK</b></p>	<p><b>7. Transit Operators Working Group Meeting</b></p> <p><b>8. Metro South Bay Service Council Meeting</b></p> <p><b>11. SBCCOG Transportation Committee Meeting</b></p> <p><b>11. SBCCOG Steering Committee Meeting</b></p> <p><b>13. IWG meeting</b></p> <p><b>28. Metro Board Meeting</b></p> <p><b>28. SBCCOG Board Meeting</b></p>	<p><b>4. Transit Operators Working Group Meeting</b></p> <p><b>8. SBCCOG Transportation Committee Meeting</b></p> <ul style="list-style-type: none"> <li>• Metro Budget Request Recommendation</li> </ul> <p><b>8. SBCCOG Steering Committee Meeting</b></p> <p><b>10. IWG Meeting</b></p> <ul style="list-style-type: none"> <li>• Metro Budget Request Recommendation</li> </ul> <p><b>12. Metro South Bay Service Council</b></p> <p><b>25. Metro Board Meeting</b></p> <p><b>25. SBCCOG Board Meeting</b></p> <ul style="list-style-type: none"> <li>• Metro Budget Request Approval</li> </ul>

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