

# South Bay Cities Council of Governments

May 24, 2018

TO: SBCCOG Board of Directors  
FROM: Steve Lantz, SBCCOG Transportation Director  
RE: SBCCOG Transportation Update –May 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**

### **Trump And States Are Colliding Head-On Over Fuel Standards**

The Trump administration is proposing to freeze fuel economy standards across the nation and to revoke the California's long-standing authority to enforce tough state fuel economy rules on tailpipe emissions for cars and SUVs. A coalition of 17 states and the District of Columbia being led by California has filed a suit defending a planned increase in vehicle fuel-economy standards against an attack by EPA Administrator Scott Pruitt.

Under federal law, since 1990 California has been allowed to set tougher tailpipe emission rules than the federal government. Other states are allowed to adopt California's standards, and a dozen currently do. Those states account for more than a third of cars and trucks in the country. The administration proposal would revoke the ability of any state, including California, to impose rules different from those made in Washington.

Testifying before Congress recently about a distinction without a difference, the EPA Administrator assured lawmakers he does not plan to revoke the special waiver California was granted by the EPA that allows the state to set its own mileage targets. Instead EPA will rely on a law that gives the National Highway Traffic Safety Administration power to preempt California's authority to set its own rules. NHTSA's authority, according to the draft Administration plan, supersedes the waiver the EPA has given California.

In addition to California and D.C., Connecticut, Delaware, Illinois, Iowa, Maine, Maryland, Massachusetts, New Jersey, New York, Oregon, Pennsylvania, Rhode Island, Vermont, Virginia, Washington and Minnesota joined the lawsuit. The coalition represents about 43% of the U.S. market for new cars and 44% of the U.S. population.

## **STATE**

### **Green Line Extension To Torrance Recommended For SB 1 State Funding**

L. A. Metro has applied for \$1.4 billion to be allocated from The California State Transportation Agency's (CalSTA) California's Transit and Intercity Rail Capital Program (TIRCP) to build six

major transit projects, including the Green Line light rail extension to Torrance. If approved, the Green Line extension would be allocated \$231.3 million to help pay for the \$1.421 billion projected cost of the segment.

The TIRCP, funded by SB 1 revenues, provides funds to modernize transportation infrastructure, reduce greenhouse gas emissions, improve transit safety and grow rail ridership.

### **SB 961 Would Create Neighborhood Infill Finance And Transit Improvement Districts**

SB 961 would create districts around rail stations and along high-frequency bus corridors in which an enhanced tax increment would be created from increased property and sales taxes within the district. The incremental revenues would be dedicated for specified types of investments within the district.

The bill would permit local agencies to create Neighborhood Infill Finance and Transit Improvement Districts (NIFTIs) and to split incremental revenues from the sales and property tax increment generated within the district 40% to deed-restricted affordable housing and 60% to transit capital including stations and programs promoting ridership, transit-oriented development, first-last-mile connections, active transportation, parks, urban greening and urban forestry, and detached/decoupled parking in new developments for residents, businesses, and visitors in lieu of on-site parking.

Although these districts will require the concurrence of the county Board of Supervisors, unlike other "enhanced infrastructure finance districts" (EIFDs) there will be no voter approval required to issue bonds to implement a district plan. It is unclear what conditions the Supervisors might impose in exchange for approving a NIFTI district.

### **Caltrans Seeks Input On 20-Year Freight Mobility Plan**

The California Department of Transportation (Caltrans) is soliciting public comments on the agency's draft 20-year plan to improve business and community freight connections across the state. Federal and state mandates require each state to update its freight plan every five years to identify trends and plan for them. The U.S. Department of Transportation will reference the California Freight Mobility Plan (CFMP 2019) and plans from other states as it shapes a national freight plan. Projects identified in California's plan will be eligible to apply for a higher percentage of federal funding.

A public workshop will be held on May 17<sup>th</sup>, 4-6 p.m. in the Diamond Bar city hall. The plan will be finalized by December 2019. For more information about CFMP 2019 go to:

<http://www.dot.ca.gov/transplanning/cfmp2019/> .

## REGION

### **Free ExpressLane Use For Low Emission Vehicles To End**

Congestion is growing and speeds are slowing on the I-10 and I-110 ExpressLanes to the point that the L. A. Metro board voted on April 26<sup>th</sup> to end free access for solo motorists who drive plug-in hybrids and electric vehicles.

Under California law, a vehicle that meets specified emissions standards may be issued Clean Air Vehicle (CAV) decals that allow the vehicle to be operated by a single occupant in highway lanes designated for High Occupancy Vehicles (HOV). However, Metro ExpressLanes is a

program specifically designed to improve traffic flow and provide enhanced travel options in Los Angeles County.

Tolls on the Metro ExpressLanes are calculated using Congestion Pricing. Congestion pricing provides an opportunity to sell some of the additional capacity on the ExpressLanes to those willing to pay a toll and maximizes efficiency of the entire freeway. It is designed to keep traffic in the ExpressLanes flowing smoothly, resulting in a more reliable travel time.

Beginning next November or December, solo drivers of vehicles that have state-issued clean-air stickers will be charged a toll. The Metro Board decided the clean air vehicles using the ExpressLanes with a sole occupant will receive a 15% discount from the regular per-mile toll lane dynamic price. Under the new policy, the clean air car driver would set their ExpressLane transponder to indicate 1, 2, or 3 vehicle occupants. The ExpressLane computer and camera system will scan the license plate number, and apply a 15% discount to the monthly ExpressLane bill if the car is registered in the state's clean air system.

According to Metro staff, when the ExpressLanes opened, the number of CAV decals issued statewide was 30,000. Since then, that number has increased almost 1,000% to 302,453 as of January 1, 2018, with an average annual increase of approximately 54,000 decals per year. The share of zero-emission vehicles in the ExpressLanes has doubled to 6% in the last two years. Metro staff estimates traffic in the northbound 110 toll lane would likely flow 13 mph faster during rush hour if the volume of drivers fell by 5%. Because the goal of the ExpressLanes program is to reduce congestion in the ExpressLanes, those that pay or carpool can expect a 45+ mph trip while those that don't use the ExpressLanes will be adding congestion to the mixed-flow lanes or parallel surface streets.

A recent UCLA study found that the ability to drive alone in a carpool lane or a toll lane is the "single biggest incentive" for Californians to buy a zero-emission vehicle if they live within 10 miles of such a lane. Although the decision to eliminate the free use was criticized by air quality advocates, Metro officials said the policy is necessary to keep speeds in the lanes above the federally mandated minimum of 45 mph during rush hour. When speeds drop below 45 mph, the ExpressLanes are only open to carpools and buses.

The Metro Board also approved the following two motions:

- A motion for Metro staff to undertake and evaluate a pilot program for the I-10 ExpressLanes that would use an alternative congestion pricing approach in which only transit vehicles and registered vanpools qualify for the HOV discount. All other vehicles would be subject to posted fares regardless of their vehicle occupancy. The 15% discount for clean air vehicles would continue to apply.

The study would evaluate the speed effects of returning the preferential treatment of buses and carpools in the El Monte Busway. This approach would more closely replicate the operation of the El Monte Busway which opened in 1973 on the I-10 between the I-605 and Downtown Los Angeles. In 1976 the Busway was opened to two-person carpools in non-peak periods and three-person carpools in peak periods.

- A motion asking for a report back from Metro staff with a summary of the current performance of the ExpressLanes, a comparison of ExpressLanes to other congestion

pricing systems in the US, and an evaluation of the viability of allowing customers to access the ExpressLanes on a “Pay As You Go” basis. Under the envisioned plan, the toll could be calculated and billed by using license-plate photo enforcement technology in addition to the current transponder technology. One potential complication is that the software program would need access to the California license plate database and similar databases in other states across the nation.

“Decriminalizing” toll collection on ExpressLanes could be a significant fiscal matter since the fines for illegal use of Express Lanes represent 36.4 percent of the ExpressLane revenues collected by Metro and it is yet to be determined what the collection/evasion rate would be for “Pay as you go” trips made without pre-registering or using a Metro-issued transponder.

### **Five Metro Green Line Stations Reopened Ahead Of Schedule**

The five Green Line stations which have been temporarily closed to allow construction of the connection between the Crenshaw/LAX line and the Green Line reopened on April 1<sup>st</sup>.

The re-opened stations are Aviation/LAX, Mariposa, El Segundo, Douglas and Redondo Beach. The work was completed in 65 days, six days ahead of schedule. During the closure, new switches and other infrastructure were installed that will allow trains to move between the new Crenshaw/LAX Line and the Green Line, and repair work was also done on the Green Line.

### **L. A. Approves Automated People Mover to Link LAX Terminals / Crenshaw/LAX Line**

The L.A. City Council approved a plan in mid-April to build an automated people mover between the LAX terminals and the Green Line and the Crenshaw/LAX Line station at 96<sup>th</sup> Street and Aviation.

Environmental reviews project almost 28,000 daily boardings by 2035 because the people mover will also serve bus transit centers and park and ride lots in addition to the rail station. Once the people mover opens in 2023, there may be a change in Flyaway shuttle service. Flyaway shuttles to LAX may continue to drop riders off at the terminals, but shuttles leaving LAX may pick up riders at the new intermodal pick-up and drop-off hub. Rather than loading at curbside, the patrons would ride the people mover to the transit hub near lot C. The change could make Flyaway service more reliable when leaving LAX, as current shuttles often see significant delays from heavy traffic in the arrivals loop at the terminals.

### **Metro Is Redesigning Its Entire Bus Network In Its “Next Gen Bus Study”**

For the first time since the early 1990s, Metro is gearing up to totally restructure its sprawling bus network in response to a 25% drop in weekday bus ridership during the past five years. That’s important because the Metro bus network carries 2.5 times as many people as Metro’s rail network.

The study hopes to respond to results of a survey in which 90 percent of Metro’s current and former riders surveyed said they want buses to run at least once every 10 minutes, and 73 percent said buses are unreliable. The study also found that among former riders, 73 percent were frustrated by buses getting stuck in the same traffic as cars, 69 percent complained about having to transfer too many times, and 88 percent of former riders said Metro bus service is unreliable.

The agency will try to make riding the bus easier and less confusing, especially for new users with a combination of key straight-line trunk routes that connect to more circuitous neighborhood service routes. Adding bus priority lanes and alternate transit mobility options like

microtransit and re-engineering traffic lanes, signal systems and on-street parking also will be considered. The study will also evaluate how technology has changed travel patterns, the effect of increased goods movement caused by on-line retail, and new private sector ride sharing services.

Metro is also hoping to incorporate new safety and cleanliness strategies into the plan to respond to current and former rider concerns.

Outside the Next Gen Study scope, Metro budgeted nearly \$207 million this fiscal year on law enforcement and system security. Policing on the bus and rail system is shared between the Los Angeles and Long Beach police departments and the Sheriff's Department, aided by private security guards who write citations for loitering, littering and fare evading. Despite the hefty investment, more than 1 in 5 current passengers say they have been harassed on the train. In a 2016 survey, 29% of former riders told Metro they stopped taking transit because they felt unsafe, perhaps for good reasons. From July to December of last year, Los Angeles police reported 54 incidents of use of force on Metro. Half of those cases involved a homeless person, and in many cases, addiction or mental illness played a role, police said.

Funding from Measure H, the quarter-cent sales tax approved in 2017, will pay for an additional 40 social workers who will split their time between the transit system and the county's parks, beaches, harbors and libraries. Directors have also asked Metro to study how to best expand the outreach program to some of the sprawling system's bus lines, which carry 70% of riders. In addition, Metro is experimenting with locating public toilets near high volume stops.

Next year, Metro will release its plan for a redesigned bus system based on that research. After more public engagement, the agency expects to start rolling out its new system by the end of 2019.

### **Metro Board Approves Three Independent Microtransit Planning And Design Contracts**

The Metro Board of Directors approved contracts totaling \$885,247 with three firms that will each develop implementation plans for the agency's MicroTransit Pilot Project (MTP). The new transportation option would provide an on-demand service line that will allow Metro to transport customers in a small vehicle that you can order and pay for online and that is not tied to a fixed route or even a fixed schedule.

The three Teams — RideCo, NoMad Transit and Transdev — will produce independent recommendations over the next six months on how this new service could work. Their studies will help Metro to determine the type of vehicles, the service zones, the price to ride the service and the level of integration with Metro's existing service and digital tools. Metro expects to launch on-demand MicroTransit service in 2019.

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### **Metro Releases Draft "Vision 2028" - The Agency's 10-Year Strategic Plan**

The Metro Office of Extraordinary Innovation has drafted a 10-year strategic plan to guide Metro's investments and Long Range Transportation Plan. The plan illustrates how Metro and its partners could address increasing mobility demands over the next decade by improving the variety and quality of transportation options for those who live, work and play in L. A. County. The plan covers L. A. County mobility trends and challenges, Metro's mobility goals, and the partnerships that will be needed to accomplish a wide range of strategies and tasks to provide a world-class transportation system. The plan documents the following five strategic goals:

- Provide high-quality mobility options that enable people to spend less time travelling
- Deliver outstanding trip experiences for all users of the transportation system
- Enhance communities and lives through mobility and access to opportunity
- Transform Los Angeles County through regional collaboration and national leadership
- Provide responsive, accountable and trustworthy governance within the Metro organization

The plan also identifies the following four metrics:

- Ensuring that all County residents have access to high-quality mobility options within a 10-minute walk from home
- Improving average travel speeds on the County’s bus network by 30% (from 11 to 15 mph)
- Reducing maximum wait times for any trip to 15 minutes during any time of day
- Providing convenient and dependable options for bypassing congestion on streets and highways.

To achieve its goals, the plan details more than 15 strategies and a detailed matrix that lists specific actions, performance measures, and implementation timelines. The draft Plan can be accessed at: [metro.net/vision2028](http://metro.net/vision2028). Metro has created an on-line comment form, available at: <https://www.metro.net/about/metro-vision-2028-plan/comment-form/> . The comment deadline is Thursday, May 24, 2018.

**Move L. A. Unveils Vision 2020 Sales Tax Proposal To Eliminate Transportation Emissions**

Move L.A., CALSTART and others convened a half-day conference on April 19<sup>th</sup> to start the conversation about a new sales tax measure for the 2020 ballot. Known as Vision 2020, the nascent proposal aims to eliminate air pollution and abate climate change electrifying the transportation system.

Move L.A.’s straw man revenue proposal aims to generate \$1.2 to \$1.4 billion annually in revenue from a mix of sources:

- \$700 million/year from a quarter-cent sales tax collected in the four counties included in the South Coast Air Quality Management District (L. A., Riverside, San Bernardino, and Orange).
- \$200 million/year from a commercial truck registration fee
- \$300 million/year from container fees
- later year tolls on truck-only corridors

Move L.A.’s rough spending plan totals approximately \$60 billion over 30 years for:

- \$18-20 billion for emissions reductions – primarily including incentives for clean trucks
- \$18-20 billion for modernization of goods movement – including funding truck-only lanes on several priority highway corridors I-710, I-60, I-605, I-15 – also improvements to ports and airports

- \$10-14 billion for Metrolink – roughly half for capital expenditures and half for operations – including the electrification and modernization to provide enhanced service, also readiness for high-speed rail along appropriate corridors
- \$10 billion for local county commission projects

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### **Buscaino Proposes Dedicated Bikes-Only Loop In Wilmington**

L. A. City Councilman Joe Buscaino has asked for L. A. DOT to study adding several more miles of dedicated bike lanes in the San Pedro / Wilmington communities — in the form of a large loop taking in the new waterfront and Machado Lake areas .

A Buscaino motion submitted April 10<sup>th</sup> to the Transportation Committee of LA City Council calls for the so-called cycle track loop to be analyzed by the city’s transportation engineers. The goal is to connect the community’s main “hubs” — Machado Lake and Los Angeles Harbor College in the northwest area; the small-business corridor along Avalon Boulevard on the east; and the Wilmington Waterfront on the south — with protected bike lanes. Within Ken Malloy Harbor Regional Park, where Machado Lake is located, the bike path would be routed around the perimeter of the park itself.

The proposal is expected to cost \$1 million a mile and could encounter some inter-jurisdictional complications as one of the streets, Pacific Coast Highway, is a state highway. The idea will be presented to community groups in the coming months in order to get feedback, the council office said.

### TRENDS

#### **By 2030, 25% Of Miles Driven In U.S. Could Be In Shared Self-Driving E-Cars**

A new study from Boston Consulting Group projects that, by 2030, around a quarter of all miles driven in the U.S. could be in shared autonomous electric vehicles as a result of the convergence of three trends — ride sharing (services such as Uber and Lyft), autonomous driving, and vehicle electrification.

Due to their ability to cut travel costs by 60% (from \$1.20 to \$0.50 cents per mile), shared autonomous electric vehicles(SAEVs) could shift about 25% of miles traveled from private automobiles — creating enormous benefits for consumers as well as causing major disruption to the automotive industry.

The shift to SAEVs, which would be gradual and would begin by the early 2020s, would likely mostly occur in cities with more than 1 million people. The new model would also have important implications for cities. In addition to benefits such as less congestion, fewer traffic deaths, cleaner air, and reduced need for parking space, cities may also face financial hardship because of the impact on public transit. The economics of shared autonomous electric vehicles makes them competitive with public transportation for short trips — and more convenient (no schedules, door-to-door service). According to BCG analysis of traffic patterns and “pain points” of mass transit riders in Chicago, as many as 20% of public transit miles could shift to the new transportation mode.