

South Bay Cities Council of Governments

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

AGENDA

Monday, August 13, 2018

NOTE SPECIAL START TIME: 10:00 a.m. – 11:45 a.m.

- 10:00 a.m. Welcome / Self-Introductions**
- 10:05 a.m. Metro Green Line / Crenshaw-LAX Line Operating Plan: SBCCOG Position Development (Attachment A)**
- 11:00 a. m. Consent Calendar – Receive and file**
 - a. July 9, 2018 Transportation Committee Minutes (Attachment B)**
 - b. August 2018 Transportation Update (Attachment C)**
- 11:02 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 Subregional Programs Development Update**
 - a. South Bay MSPs Task Force Update**
 - b. South Bay MSPs Development Schedule**
- 11:10 a. m. Measure R South Bay Highway Program Annual Performance Evaluation Report (Attachment D, to be distributed at meeting)**
- 11:20 a. m. Measure R South Bay Highway Program Status / New Project Development Update**
- 11:25 a. m. Metro Measure Up Program Update**
- 11:30 a. m. I-405 / I-105 ITS Program Update**
- 11:35 a. m. I-105 ExpressLane Study Update**
- 11:40 a. m. Three Month Look Ahead (Attachment E)**
- 11:43 a. m. Announcements**
- 11:45 a. m. Adjournment**

Next Transportation Committee meeting –September 10, 2018, 10:30 a.m.
To include an item in the agenda, e-mail to: lantzsh10@gmail.com by August 31, 2018.

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South Bay Cities Council of Government

August 13, 2018

TO: SBCCOG Transportation Committee

FROM: Jacki Bacharach, Executive Director
Steve Lantz, Transportation Director

SUBJECT: SBCCOG Position Development Regarding
Crenshaw / LAX Operating Plan Options

ADHERENCE TO STRATEGIC PLAN:

Goal B: Regional Advocacy: Advocate for the interests of the South Bay.

BACKGROUND

On July 26 at a Board workshop, SBCCOG staff, with information provided by L. A. Metro staff, presented the 11 options being considered by Metro for operation of the rail transit connections between the Crenshaw / LAX line, the Green Line to Norwalk, and the Green Line to the South Bay. Several SBCCOG Board Members expressed an interest in developing an SBCCOG position regarding the options.

The presentation focused on Metro's complex operational challenges and constraints related to operation of the WYE that connects the three branches and the different travel patterns that will be created by connecting the Crenshaw / LAX line to the Green Line. The presentation also summarized the total travel time (including transfers) and pros and cons of each of the 11 options. The presentation noted that operating plans can be adjusted to reflect the opening of new rail segments and the development of new activity centers along the routes. For example, staff pointed out that the initial Green Line ridership between Norwalk and Exposition is expected to be three times higher than the current ridership between Norwalk and El Segundo. But that could change as the Inglewood Entertainment District emerges, the LAX Automated People Mover is opened, and the Green Line is extended to South Torrance,

The presentation also noted the two-car platforms at the Aviation/Imperial, Mariposa, Douglas and Redondo Beach Stations may not have sufficient capacity to handle a reduction of Green Line headways from the current 6-minutes to the 12-minute frequencies needed to efficiently operate through the WYE in some of the 11 options.

Concern was expressed by some SBCCOG Board Members about the potential to lose the one-seat ride and 6-minute peak-period train frequency on the Green Line between Norwalk and the South Bay. In addition, significant interest was expressed in an operating plan that includes a one-seat ride between the South Bay and LAX or the Exposition Line. The discussion also included concerns with the impacts of transfers during off-peak hours when trains arrive at transfer stations considerably less frequently.

As a follow up to the workshop, the SBCCOG Board requested an item be placed on the Transportation Committee agenda to discuss potential advocacy on behalf of South Bay riders.

APPROACH

There are several goals that have been mentioned that the SBCCOG is trying to achieve for the service that will come to the South Bay. In order for us to decide on an operating scenario that we would want to support, the SBCCOG staff has prepared a survey for the committee to review in which those goals can be prioritized.

Once goals have been ranked, then SBCCOG staff will evaluate the 11 options that Metro is considering to see which one(s) most closely address our goals and whether there may be any other options that weren't considered. With that analysis, SBCCOG members can seek consensus around a preferred operating plan option.

SURVEY OF GOAL PRIORITIES

The Transportation Committee members should discuss whether the following criteria fairly represent goals that we are driving to achieve for service to the South Bay.

- Total trip time (including transfer wait time and transfer location)
- One-seat ride / number of rail-to-rail transfers
- Total Number of transfers
- Reliable service
- Train frequencies
- Consistent peak and off-peak train arrival times
- Relative importance of regular rail travel destinations
 - LAX
 - Expo Line
 - Downtown LA
 - Santa Monica
 - West LA
 - Hollywood
 - North Hollywood
 - San Pedro
 - Long Beach,
 - Norwalk/Orange County
 - Other
- Available seat on trains (no standing)
- Other

NOTE: Perceived personal safety / security and percentage of the total trip that would be on rail vs connecting buses, were not included because they determine whether a potential rider would use the rail system at all rather than which option would best serve their travel needs.

TIMELINE

Metro also announced that it has postponed its Board consideration of the operating plan options from September 2018 to October 2018. Metro staff will hold three community meetings in late August. The schedule change will allow the SBCCOG Board to consider taking a position on the options at its September meeting rather than the originally-planned August meeting.

After the Transportation Committee discussion today, SBCCOG staff will look for a preferred option(s) that best meets the goals that the SBCCOG is trying to achieve. Further discussion and

a recommended position will be brought back to the September Transportation Committee meeting and September Board of Directors meeting.

RECOMMENDATIONS

Staff recommends that the Transportation Committee rank the goals that influence their preferred operations for a rail line coming to the South Bay. After seeing the relative values of the goals, staff will evaluate the options to see which ones best meet the priorities chosen and also whether there is some un-identified scenario that the SBCCOG may want to support.

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South Bay Cities Council of Governments

Transportation Committee
July 9, 2018
Meeting Minutes

COMMITTEE CHAIR HORVATH CALLED THE MEETING TO ORDER AT 10:39 A.M.

I. Welcome / Self-Introductions

In attendance were the following voting SBCCOG Board Members:

Christian Horvath, Chair (Redondo Beach)
Drew Boyles (El Segundo)
Hany Fangary (Hermosa Beach)
David Lesser (Manhattan Beach)

Non-Voting Representatives

Stephanie Katsouleas, Infrastructure Working Group (Manhattan Beach)
Michael Ervin (Supervisor Hahn's Office)
Don Szerlip, Metro South Bay Service Council

Also in attendance were the following persons:

David Leger (SBCCOG)	Mike Bohlke (Metro)
Jacki Bacharach (SBCCOG)	Isidro Panuco (Metro)
Steve Lantz (SBCCOG)	Catherine Saint (Metro)
Orlando Rodriguez (El Segundo)	Mark Dierking (Metro)

II. Consent Calendar

- A. Minutes of June 11, 2018 meeting**
- B. July 2018 Transportation Update**

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

III. SBCCOG Transportation Working Group Updates

A. Transit Operators Working Group Update

Mr. Lantz reported that the Transit Operators are working with Inglewood's consultant to develop a plan for opening day and special event bus service.

B. Infrastructure Working Group Update

Ms. Katsouleas reported that there was a presentation by Metro on the Measure Up pilot project. She explained that the pilot hopes to develop a roadway performance tool that would be useful for cities and sub-regions to help study the conditions of arterials to help identify projects; study the conditions before and after projects are completed; as well as evaluate responses to special events and capital improvements. The 2018 pilot project is testing a software program for the San Gabriel Valley, which may be expanded to all sub-regions if it proves successful and funding is identified. There is currently no funding identified to continue or expand the program after December 2018.

Committee Chair Horvath asked where funding for this could come from if it is expanded. Mr. Panuco explained that right now the pilot is funded through the Metro's General Fund. Mr. Panuco noted that an Excel spreadsheet with arterial baseline data is currently available for each subregion. The web interface would have to be developed

further for the other subregions. He added that Metro staff is doing outreach to the other sub-regions to determine if there is interest in other areas for the program to be continued.

Mr. Lantz added that currently Measure R is unable to pay for the tool because Metro has disallowed planning costs, but with Metro's approval, it could be an eligible project to fund. Committee Chair Horvath asked for the item to be added to the December 2018 Transportation Committee agenda if the San Gabriel Valley cities decide to continue the program.

IV. Metro Policy Advisory Council Update

The next PAC meeting will take place September 11th. The SBCCOG is monitoring the numerous subcommittees that are reviewing different aspects of the Long-Range Transportation Plan update.

V. Metro Green Line / Crenshaw LAX Line Operating Plan Update

Mr. Lantz began by reviewing his sketch of the current Green Line operating plan and the proposed operating plan options for integrating service on the Green Line with the Crenshaw / LAX line. Mr. Lantz explained that due to the complexity of the Wye intersection of these lines, Metro staff has proposed eliminating one-seat rides into and out of the South Bay on the Green Line and instead require a transfer at the LAX station to a shuttle train into the South Bay Green Line stations. Mr. Lantz noted that the Metro Board voted to table the item and asked Metro staff to do community outreach over the next 60 days and to return in September. In a meeting with Metro Operating staff, Steve Lantz and Jacki Bacharach also saw 10 additional operating plan alternatives that should be reviewed in more detail.

Mr. Lantz also explained that at the time the Green Line was built, there were no plans for the Crenshaw line and added that the Green Line was originally supposed to be an automated train with two-minute frequency. This meant that the train could be operated efficiently as a two-car train, so platforms were built accordingly. However, the Green Line was never automated and manual operation limits train frequency to six minutes, which requires longer trains to accommodate the ridership figures. There are currently stations in the South Bay that have two-car platforms. Lengthening the platforms to accommodate 3-car trains would cost around \$10 million for each of the four South Bay stations (Aviation / Imperial, Mariposa, Douglas and Redondo Beach).

At the Metro Board June Meeting, the Metro Board asked their staff to return in September with a revised proposal after doing public outreach to the affected areas. Committee Member Lesser asked Mr. Lantz about the timing of this discussion going forward because of the short reprieve. Mr. Lantz explained that there will be an educational workshop prior to the July SBCCOG Board meeting. After that, the SBCCOG Board can decide if any of the alternatives are preferred and consider making a recommendation to Metro. Metro will be taking the item through its committees and to its Board in September.

Mr. Szerlip asked if there is interest in having the Metro South Bay Service Council weigh in as well. Mr. Lantz informed him that they are invited to the July 26th workshop and suggested they review the issue at the earliest possible Service Council meeting.

There was further discussion on the factors used in creating the proposed operating plans. Mr. Lantz explained that the proposal was developed by Metro staff using ridership figures based on opening day. These figures do not include future regional developments such as the Inglewood Stadium opening in 2020, the opening of the LAX Automated People Mover, or the Green Line south to Torrance. Metro has indicated they could revise the operating plans in response to ridership changes created by the opening of the new projects.

Mr. Lantz informed the Committee that he has spoken with Susan Rosales who is a consultant capable of analyzing the rail design and operating plans to determine the pros and cons of the 11 proposals. However, the analysis would cost approximately \$15,000. The SBCCOG will request Metro hire Ms. Rosales to do the analysis. If Metro denies the request, the SBCCOG could choose to provide the funds to hire Ms. Rosales.

Committee Member Chairman Horvath noted that better projected ridership data is needed to determine the

destinations where South Bay riders are wanting to travel. Boyles asked Mr. Lantz if he could prepare a one-page fact sheet on the issue that he could use to brief to his colleagues on the City Council. Mr. Lantz agreed to put together a fact sheet to be distributed to the SBCCOG elected officials.

VI. Measure M Multi-Year Subregional Programs Development Update

A. SBCCOG / Metro MSP Funding Agreements Update

Ms. Bacharach reported that the Funding Agreement will be signed by SBCCOG Chair Huff later today and will then be returned to Metro for final execution. The SBCCOG staff can now begin to develop the initial 5-year program of projects.

B. South Bay MSPs Task Force Update

Ms. Bacharach explained that over the next few months, the Task Force will help develop the project selection criteria and performance measures. She also noted that a schedule for Guidelines development is needed. After that task is completed, the SBCCOG can hold a call for projects to be included in the initial 5-year program for each of the three South Bay MSP programs.

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

Mr. Lantz explained that SBCCOG staff has been tracking project progress using the APE for a year now. There are more missed milestones than hoped, but the tracking starts over for the next fiscal year. SBCCOG and Metro staff will be meeting with each city to discuss the schedule of each project and determine milestone goals for FY 18-19. Ms. Bacharach noted that it has been informative because it helps highlight issues that are going on. A new chart will be created to reflect the revised milestone schedule beginning July 1, 2018. The report is available online at: http://southbaycities.org/sites/default/files/transportation_committee/HANDOUT_June%202018%20APE%20Report.pdf

VIII. Measure R South Bay Highway Program Funding Agreement Extensions

Mr. Lantz reported that several cities will have their project's funding agreements expire on June 30th without completing their project. SBCCOG and Metro staff have met with each city to discuss the issue and are recommending amendments to the funding agreements to allow further time to complete the projects. This action would recommend approval of the time extensions to the SBCCOG Board of Directors and then to Metro.

MOTION by Committee Member Lesser, seconded by Committee Member Boyles, to **APPROVE** the recommendation. No objection. So ordered.

IX. I-405 South Bay Curve Corridor Improvement Program Overview

Mr. Panuco gave a brief presentation on the I-405 South Bay Improvements being considered by Metro through a project study report (PSR). Mr. Panuco explained that the PSR will help identify spot improvements over the next 5-7 years including auxiliary lane improvements from El Segundo Blvd to Artesia Blvd on the I-405. The PSR is expected to be completed by October 2018. Auxiliary lanes will help reduce the amount of weaving by vehicles as they enter and exit the freeway and allow the through lanes to maintain better traffic flow. Mr. Panuco explained that if the PSR is completed in October 2018, the design phase could begin in winter 2018. There is no construction funding committed at this time.

There is also a future PSR being planned for the I-405 from Western Avenue to the eastern Carson border. The goal of this project would be to implement the identified improvements prior to the 2028 Olympics. Mr. Panuco added that the design of any improvements would not preclude the larger Measure M South Bay Curve project scheduled for the late 2040s which would widen the freeway. As an example, the early improvements would involve properly locating the sound walls in the study area to avoid having to relocate the retaining walls when the freeway widening project is completed.

Mr. Panuco's presentation is available online at:

http://southbaycities.org/sites/default/files/transportation_committee/PRESENTATION_South%20Bay%20I-

X. Three Month Look Ahead

The Crenshaw-LAX operating plan workshop will be added to the three-month look ahead.

XI. Announcements / Adjournment - The Next Transportation Committee is scheduled August 13, 2018 at 10:30a.m.

Committee Chair Horvath announced that the SB1 repeal measure qualified for the November ballot, adding that the League of California Cities is pushing hard to make sure SB1 survives. They are looking for elected officials to begin advocating in opposition to the repeal effort.

MOTION by Committee Member Lesser, seconded by Committee Member Boyles to adjourn the meeting. No objection. Committee Chair Horvath adjourned the meeting at 11:50 am.

South Bay Cities Council of Governments

July 11, 2018

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

U. S. Senate Bans Transit Rail Car & Bus Procurements from Chinese-Owned Companies

The U.S. Senate on July 31st agreed to a one-year ban on any procurements of mass transit rail cars or buses from companies owned or subsidized by the government of the People’s Republic of China, if the procurement uses any Federal Transit Administration formula or bus funding.

L. A. Metro procured rail vehicles and electric buses from two Chinese manufacturers (CRRC and BYD) last year. The rail car contract has options for subway cars used by Metro on the Red and Purple Lines. This restriction on use of federal formula funding may become important as Metro implements its planned conversion to electric buses and expands its rail network by 2028.

An amendment by Sen. John Cornyn (R-TX) was adopted by voice vote as part of a bipartisan “manager’s package” of 40-odd amendments to the four-bill “minibus” appropriations measure for fiscal 2019 (H.R. 6147), which includes the annual Transportation-HUD appropriations bill. The Senate language is a more refined and precise version of language that is already included in the version of the legislation reported in the House of Representatives (H.R. 6072).

The Senate prohibition narrows the House version by only banning funding from the urbanized area formula (§5307), rural area formula (§5311), state of good repair formula (§5337) and bus and bus facility grant (§5339) programs (formula and discretionary), not other FTA programs. Notably, this leaves open the possibility that Capital Investment Grant program (§5309) money for future new starts, small starts, or core capacity projects could be used for Chinese rolling stock or buses. (If the Trump Administration agrees to sign any new funding agreements for such projects in 2019.)

Although the Senate prohibition only applies to contracts executed after the date of enactment of the Act (which is on pace for late September or early October), the House language appears to be retroactive. But the Senate prohibition also prevents the expansion of existing contracts executed prior to the date of enactment to include any more rolling stock vehicles or railcars than were in the contract already (including all options).

House GOP Leader Releases “Discussion Draft” For New Federal Transportation Bill

Bill Shuster, the outgoing chairman of the House Transportation and Infrastructure Committee, released a 108-page infrastructure proposal on July 23rd that he hopes can serve as a "discussion draft" for a new federal transportation bill. Shuster, who will be retiring at the end of the 115 Congress, doesn't only focus on transportation. His proposal also dives into a range of programs related to water infrastructure by reauthorizing the Water Infrastructure Finance and Innovation Act, or WIFIA.

In Shuster's new proposal, the federal gas tax would increase by 15 cents per gallon (20 cents for diesel) over three years, then be indexed to inflation. In a curious acknowledgement of the declining revenue being generated by federal fuel taxes, Shuster also proposes to completely phase them out by 2028 and replace them with a new funding mechanism, such as a federal vehicle miles travelled tax, that would be recommended by a commission whose recommendation would receive an automatic vote in Congress.

To attract support from conservatives who resent the federal gas tax spending that goes toward transit and bike infrastructure, Shuster's draft also would eliminate current federal tax exemptions on diesel fuel used by transit agencies and create a 10 percent federal tax on adult bicycle tires and electric batteries for cars and bikes. Transit agencies running diesel buses would have to start paying the existing 24.5-cent per gallon diesel tax, plus the 20-cent hike on diesel as well. Agencies operating diesel trains would also be newly subject to a smaller 4.3-cent per gallon tax. The proposal would amount to a cost increase of more than \$200 million annually on transit agencies for diesel alone. However, many South Bay operators use compressed natural gas would not be as dramatically affected by the proposal as those that only use diesel fuel or gasoline in their transit fleets.

On the spending side of the equation, the bill calls for significant federal investment in infrastructure projects and grant programs through at least 2021. It includes billions of dollars in grant funding, as well as trillions in appropriations for projects of national significance.

Shuster's discussion draft recommends extension of the Fixing America's Surface Transportation or FAST Act of 2015 by one year, which would repeal the \$7.6 billion rescission of unobligated highway contract authority scheduled for July 2020. He also would permanently authorize the TIGER/BUILD discretionary grant program, authorize the general fund support for surface transportation seen in fiscal year 2018 appropriations, create additional project-specific grant programs that receive Congressional approval (such as the Infrastructure for Rebuilding America or INFRA program), ensure spending levels are brought up to receipts generated by the Harbor Maintenance Trust Fund, and provide \$10 million in seed money for a national-level vehicle miles traveled/road user charge (VMT/RUC) pilot program. To increase the number of financing tools available for transportation infrastructure projects, Shuster's proposal would set up a public-private partnership framework and a revolving fund for federally-owned assets.

Although no Congressional committee has marked up major surface transportation legislation, Senate Environment and Public Works Chairman John Barrasso wants to do both a water infrastructure and surface transportation infrastructure bill before the end of the current session.

Federal Transit Administration Cuts Funding For Mass Transit Projects

According to the FTA's recently released annual recommendations for 2019, only \$1.046 billion will be granted for capital investment projects next year, which is half of what was approved for 2018 and one-third of what the FTA recommended during Obama's last year in office. As of

May, the FTA had only released \$1.3 billion of the \$2.6 billion already approved by Congress for 2018 through the federal Capital Investment Grant (CIG) program and is now suggesting that it may withhold the rest of the money. If the money is not distributed by the end of 2019, it will be returned to the federal treasury.

The FTA wants to redefine which projects the federal government, as opposed to state and local governments, should be funding. The idea is to speed up investment on certain transit infrastructure, like roads and highways that cross state lines, while excluding others, mostly public transportation projects that facilitate intra-city movement.

The FTA has announced that “future investments in new transit projects would be funded by the localities that use and benefit from these localized projects.” This year the FTA has only approved three projects for construction grants. The agency has withheld pending grants for eight others, including Phase 2 of New York City’s Second Avenue Subway, Phoenix’s South Central Light Rail, Seattle’s Center City Connector, and Los Angeles’s Purple Line Extension.

To further this intent, last month the Federal Transit Administration (FTA) opened up an online survey inviting state transportation departments, transit agencies, transit operators, and other stakeholders to offer their opinions by August 17th on what constitutes a “federal project.”

STATE

Millions of Dollars Donated To Save SB-1 Fuel Tax Hike; Foes Raise Funds To Repeal It
Proposition 6, an initiative qualified for the November ballot that would repeal an increase to the gas tax approved last November, is generating major campaign contributions. The ballot measure would repeal an increase in the state gas tax and vehicle fees expected to raise more than \$5 billion annually for road and bridge repairs and improving mass transit.

Opponents of the repeal, including construction companies, labor groups and civic organizations, have poured \$11.2 million into a campaign war chest. Backers of the repeal initiative say they have raised \$3.2 million. Campaign funding experts predict that \$50 million to \$75 million will be raised for the Nov. 6 election “given the self-interest on both sides and the amount raised to date.”

CA Bill No Longer Redefines E-scooters, But Removes Helmet Requirements for Over-18
After being amended in the Senate Transportation and Housing Committee on July 5th, the e-scooter bill A.B. 2989 from Heath Flora, has been reduced to a single change in the vehicle code: it removes the requirement for adult riders of stand-up scooters to wear helmets.

Current law says riders of motorized scooters may not ride on sidewalks, may not carry passengers, may not go faster than 15 mph, and must have a driver’s license—thus imposing a de facto age limit, so no one younger than 16 can legally ride them. Riders are also required to wear a helmet.

Bird, the bill’s sponsor, had sought a clearer definition of what stand-up scooters are (including maximum speeds) and where they could be ridden (on sidewalks? in bike lanes?). There are already separate definitions for motorcycles, motor-driven cycles, and motorized bicycles or mopeds, as well as various classifications for e-bikes.

A.B. 2989 was originally envisioned to match the e-scooter definition to that of e-bikes—maximum speed 20 mph, no driver’s license required, no helmet, with local regulations deciding whether sidewalk riding was allowed. But that didn’t fly. So now the bill avoids defining standup electric scooters as a new and separate type of vehicle. They remain included under the current definition of “motorized scooters,” which are designed for standing—but can have a seat; and are powered by an electric motor—or maybe some other motor, including human leg power.

According to various sources, the dockless e-scooter companies were concerned that a helmet requirement would kill their business. The companies recommend wearing a helmet while riding, and their apps and the scooters themselves remind riders that helmets are a wise idea. However, the manufacturers believe having a legal requirement to wear a helmet could lead to targeted enforcement.

The bill makes no changes to local regulatory authority in terms of registration or parking of e-scooters. The sponsors had hoped to create statewide consistency for ease of entering new markets, but for now it looks like local regulation – like recent ones in Los Angeles, Santa Monica, and San Francisco– will keep feeling their way towards a compromise.

A.B. 2989 is currently facing a vote on the Senate floor.

REGION

LA Metro Reduces Bikeshare Cost For TAP Card Users; Will Introduce Dockless Bikes

Riders no longer have to pay double the cost of a transit fare for the pleasure of pedaling around town on a Metro bike. L. A. Metro has slashed its bike-share fares to better compete with cheaper dockless bicycle and scooter alternatives offered by private companies like Lime and Bird.

Metro's new fare structure, effective in mid-July, cuts the one-time, walk-up fee for a 30-minute ride from \$3.50 to \$1.75, the same price as a base fare on the agency's buses and trains. Metro will also offer a \$5 day pass, which allows unlimited 30-minute rides for a day. The monthly pass has been reduced from \$20 to \$17. The agency will also offer steep discounts to seniors, students, low-income and disabled users with \$5 monthly passes and \$50 annual passes.

Metro hopes the new system will be more convenient and equitable, not to mention cheaper, to attract more users. The new system will allow a full range of payment options through the TAP card exactly as if it were an extension of the transit system. Riders also will be able to transfer onto or off of bikes the same way they do with buses and trains. So within a two-hour window you could take a train and a bike or a bike and a bus for the same \$1.75 fare.

Metro will soon feature the ability to pay with a TAP card, the same payment system used for buses and trains. Paying the fee using a TAP card means that riders won't have to have credit card down in order to check out a bike, which was a major barrier for those who don't have credit or bank cards or don't want to give out their card information.

Metro currently operates bike sharing in downtown L.A., Venice/West L.A., San Pedro and Pasadena. However, Pasadena will end its Metro bike sharing partnership at the end of July with plans to open the city doors to private dockless companies instead. Metro soon will expand its downtown system further south to the area around USC, transferring existing bikes from those stations that have underperformed.

By the end of the year, the program will expand to Culver City and Marina del Rey, where Metro will roll out a new bike-rental model that will not require docking at a designated station. Much like the public systems in Santa Monica and Long Beach, the new smart bikes can be dropped off anywhere for an additional price, although there will be incentives to leave them in designated areas.

Inglewood Studies A People Mover From Metro's Crenshaw Line To New Entertainment District

The city of Inglewood on July 16th released a notice of preparation of an environmental impact report for a proposed 1.8-mile automated people mover (APM) to link the future Metro Crenshaw/LAX light-rail Inglewood Downtown Station (at La Brea / Market Street and Florence Avenue) to the Forum, the new NFL stadium and entertainment complex opening in 2020, and a possible new arena for the Los Angeles Clippers.

The APM would run from Florence Ave. along Market Street to Manchester Boulevard and then south on Prairie Avenue. It would end at the site of the Clippers' proposed Inglewood Basketball and Entertainment Center at Century Boulevard and Prairie. Each of the venues along Prairie Avenue would have its own stop.

The AMP is estimated to cost more than \$600 million to build and an additional \$18 million to \$20 million annually to operate. No funds have been earmarked in Measure M, Metro's transportation measure passed in 2016, or Metro's Long Range Transportation Plan, for Inglewood's transit system. Inglewood officials hope to form an Enhanced Infrastructure Finance District to use incremental property tax revenues on the project. The stadium and entertainment district alone is expected to generate \$1 billion in tourist spending and add up to \$28 million annually to the city's general fund. Their proposal also would seek a public-private partnership to cover some of the costs.

TRENDS

Electric Scooter and Bike Entrepreneurial Firms Undergoing Consolidation

Entrepreneurial consolidation is beginning to occur at a dizzying rate in the shared scooter bike space. Google's parent company, Alphabet, as well as GV, Alphabet's venture-investment arm, are reportedly joining a \$300 million funding round for electric-scooter start-up Lime. Lime, which was founded a year ago, will be valued at \$1.1 billion once the round closes.

In throwing its weight behind Lime, Google has provided Lime with a major new ally in its competition with Bird, the other heavy hitter in the electric-scooter universe, which last month raised more than \$400 million based on a \$2 billion valuation.

Uber acquired bike-sharing start-up Jump last April, and on July 2nd Lyft bought Motivate, which operates Citi Bike. Motivate accounts for 80 percent of bike-share trips in the U.S. It operates not just New York's Citi Bike but also Ford's GoBike in San Francisco, Capital Bikeshare in D.C., Nice Ride Minnesota in Minneapolis and systems in Chicago, Boston, Portland, Oregon, and Columbus, Ohio.

Ride-hailing companies have indicated they want to make their apps one-stop shops for mobility, enabling users to select a destination and use the appropriate mode of transportation — whether solo or pooled ride, bike or scooter — to get there. Ultimately, they don't really care how you get around, so long as you're doing it on their platform. And their strategy seems to be working.

Uber is finding that new Jump users were most likely to choose bikes during hours of congestion, and cars during off-peak hours. Uber and Jump anticipated that, figuring that passengers would seek alternatives to slogging through gridlock in a car. As of July 1, overall trips by new Jump riders on the Uber platform climbed 15%, even as their trips in cars and SUVs declined 10%. The greatest shift away from cars occurred each weekday between 8 a.m. and 6 p.m., when traffic congestion is at its worst.

While ride-hailing companies might have an interest in consolidating and rebranding the bikes and scooters under their own corporate logos, it could be a tricky prospect because cities have existing contracts with corporate sponsors. Lyft says sponsorship agreements will remain in place in the short term. And Ofo, the Beijing-based company that is the world's largest bike-sharing entity — told U.S. employees that it would be downsizing its workforce to outposts in a handful of cities. The company has been operating in about 30 U.S. cities, but is withdrawing from all but a few due to concerns about increased local city bans and regulations and increased competition from Uber and Lyft.

Will Autonomous Cars Increase Congestion?

As the era of driverless cars looms, a new study out of Boston suggests the vehicles may increase traffic congestion in cities' downtown areas while dramatically improving traffic conditions in the suburbs. And a recent study documented the net growth of vehicle miles travelled in 9 urban centers due to shared-ride vehicles.

The driverless vehicle survey by the World Economic Forum and Boston Consulting Group is based on a simple premise: As the cost of using services such as Uber and Lyft falls because the companies no longer need to pay drivers, people who now take mass transit will instead opt for door-to-door service rather than the bus or subway. And though ride hailing fleets may reduce the number of private cars on the road, the driverless ride-hailing vehicles will operate 12 hours per day.

The study underscores that unless you put the right policies in place to actively manage the adoption of [autonomous vehicles], congestion might actually get worse. The answer is that those pricing and operating policies must encourage commuters to share autonomous vehicles provided by ride-hailing companies when travelling between the suburbs and urban centers.

The situation will be very different in most suburbs, the study found, where ride-hailing services will mainly replace the use of personal cars rather than mass transit, with travel time decreasing by 12.1% due to the elimination of wait times and transfers.

The commuter trade-off is fighting bumper-to-bumper traffic and paying \$30 for parking in the city every day versus paying \$30 in the ride service instead of parking and using the time productively. However, current transit riders that pay \$6 per day for their commute trip are unlikely to spend \$30 a day.

The report surveyed 5,500 drivers in 27 cities around the world, finding that slightly more than half of Americans said they want to ride in a driverless car. In two countries where the number of cars has skyrocketed in recent years — China and India — 75% to 85% of people said they would welcome autonomous vehicles.

Another recent study by Bruce Schaller, author of the influential study “Unsustainable?,” concluded that ride sharing has added 5.7 billion vehicle miles to nine major urban areas over six years and the trend is “likely to intensify” as the popularity of the services surges. Schaller

synthesized data from surveys in eight cities and the state of California to conclude 60% of ride-hail users would have otherwise used transit, walked, biked or stayed home were it not for the availability of services such as Uber and Lyft. The nine cities studied were Los Angeles, San Francisco, New York, Chicago, Boston, Washington, Miami, Philadelphia and Seattle.

“Shared rides add to traffic because most users switch from non-auto modes,” the report says. “In addition, there is added mileage between trips as drivers wait for the next dispatch and then drive to a pickup location. Finally, even in a shared ride, some of the trip involves just one passenger (e.g., between the first and second pickup.)

Introducing A Frequent Flyer Program For Ground Transportation

A new startup called Miles on July 24th launched an app that cities could use to reward users for engaging in sustainable transportation. Positioned as a sort-of frequent flyer-style program: doling out points, or miles, for walking, running, biking, using ride-hailing services and accessing public transportation, the idea is that the more eco-friendly the transportation is, the more points a user can earn. The points can then be redeemed for goods such as a cup of coffee from Starbucks or a gift card from Amazon. Cities and companies can work with Miles to engage users of the app.

The secret to the program is an artificial intelligence platform that can predict, pretty accurately, users' modes of transportation without much manual input. A user downloads the app, and it sits in the background of the phone and logs movement. It is able to determine if the user is walking, running or driving a car. The app also can connect with Lyft and Uber accounts to seamlessly tap into that ride-hailing data. And it can reward its users for taking trips in off peak hours. At launch time, the Miles app was offering rewards from Whole Foods, Amazon, Target, Starbucks and a range of others including free transit rides.

The first region that Miles is working with is the Contra Costa Transportation Authority in the San Francisco Bay Area, which manages transportation planning for East Bay cities in Contra Costa County.

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South Bay Measure R / Measure M Highway Programs

August 2018	September 2018	October 2018
<p>8. IWG Public Meeting</p> <ul style="list-style-type: none"> Review SBHP Project APE Report South Bay Measure M MSP Development Program Update Trenching / Dig-Once Policy discussion Spotlight: L. A. County Safe Clean Water Funding Measure on 11/18 Ballot <p>13. SBCCOG Transportation Committee</p> <ul style="list-style-type: none"> SBHP Project APE Report South Bay Measure M MSP Development Program Update Crenshaw-LAX Operating Plan <p>23. Metro Board Meeting</p> <p>23. SBCCOG Board Meeting</p> <ul style="list-style-type: none"> LA County Safe Clean Water Funding Measure – possible position 	<p>10. SBCCOG Transportation Committee</p> <ul style="list-style-type: none"> SBHP Project APE Report South Bay Measure M MSP Development Program Update Crenshaw-LAX Operating Plan Green Line EIR Scope <p>12. IWG Staff Only Meeting</p> <ul style="list-style-type: none"> Review SBHP Project APE Report Spotlight: Smart Parking Meter Demonstration Project in Manhattan Beach <p>27. Metro Board Meeting</p> <p>27. SBCCOG Board Meeting</p> <ul style="list-style-type: none"> South Bay Measure M MSP Development Program Update Crenshaw-LAX Operating Plan recommendations to Metro Board 	<p>8. SBCCOG Transportation Committee</p> <ul style="list-style-type: none"> SBHP Project APE Report South Bay Measure M MSP Development Program Update Crenshaw-LAX Operating Plan <p>10. IWG Public Meeting</p> <ul style="list-style-type: none"> Review SBHP Project APE Report Spotlight: TBD <p>25. Metro Board Meeting</p> <ul style="list-style-type: none"> Crenshaw-LAX Operating Plan consideration by Metro Board <p>25. SBCCOG Board Meeting</p> <ul style="list-style-type: none"> South Bay Measure M MSP Development Program Update

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