

South Bay Cities Council of Governments

South Bay Transit Operators Working Group

AGENDA

Thursday, February 4, 2021

3:00 p. m. - 4:00 p. m.

Register in advance for this meeting:

https://scag.zoom.us/meeting/register/tJArc-urqDwiHtZboDXD5fxAGj3SE5gFe_ff

After registering, you will receive a confirmation email containing information to join the meeting.

- 3:00 p. m. Self-Introductions and Approval of January 7, 2021 Meeting Notes (Attachment A)**
- 3:05 p. m. Transit Operator Issues and Concerns Including COVID-19 Impacts**
- 3:15 p. m. Measure R SBHP Decennial Transfer Update & Metro Budget Request Update - (Attachment B)**
- 3:20 p.m. Updates on Metro Issues, Initiatives & Studies**
 - **Metro Recovery Task Force Recommendations**
 - **Metro Fareless System Initiative**
- 3:45 p. m. February 2021 Transportation Update (Attachment C, to be distributed separately)**
- 3:55 p. m. Three Month Look-Ahead (Attachment D)**
- 4:00 p. m. Announcements / Adjournment**

Next Transit Operators Working Group meeting date – March 4th?

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South Bay Cities Council of Governments Transit Operators' Working Group

January 7, 2021

Meeting Notes

Attendees: Joyce Rooney, Leslie Scott & Diane Amaya (Beach Cities Transit); Dana Pin (GTrans); Martin Gombert (PVPTA); James Lee (Torrance Transit); Scott Greene (Metro); Steve Lantz, Jacki Bacharach & David Leger (SBCCOG)

1) Self-Introductions & Acceptance of the November 12, 2020 Meeting Notes

The virtual meeting was called to order at 3:30 p.m. Meeting notes were accepted as presented.

2) Transit Operator Issues and Concerns Including COVID-19 Impacts

Mr. Lantz opened discussion for the agencies to share pandemic and general issues and concerns.

All operators shared that there have not been significant changes since November. Rear-door boarding, no fare collection, and installation of protective barriers are all still in place to help reduce the risk of COVID-19 spread.

There was additional discussion about the impacts of COVID cases and quarantines on staffing levels and budget impacts. Larger transit agencies such as Metro, LADOT, and Foothill Transit seem to be experiencing higher than normal absentee rates by drivers due to the pandemic. At this point, it doesn't appear that the drivers have been catching the virus while on duty but may have either been exposed while off-duty, which requires them to then quarantine for 10-14 days. This has led to the agencies balancing cuts to service and overtime pay since there are not enough drivers to maintain service levels without paying overtime. Agencies had earlier shied away from overtime as an effort to reduce operating expenses during this budget uncertainties.

Torrance Transit also shared that even with the recent outdoor dining bans and closures, there was not a significant decline in ridership like there was following the initial closures earlier in the year.

3) Measure R SBHP Decennial Transfer Update & Metro Budget Request Update

Mr. Lantz shared that the Metro Budget Request process is underway. SBCCOG and Metro staff are working with lead agency staff to discuss projects status, potential project funding shortfalls, and new project requests. Due to the current financial constraints of the Measure R SBHP and Measure M MSPs, priority will be given to projects in or entering the construction phase. Following that, priority will be given to projects in design and environmental phases. Third priority will be given to new project requests.

Mr. Lantz requested that the Transit Operators who submitted project applications for Measure R Decennial Transit Transfer funding review their project cashflows and provide updates to David Leger. Mr. Leger will send out spreadsheets with the previously provided cashflows and will request updates to those documents.

4) Updates on Metro Issues, Initiatives & Studies

- Metro Recovery Task Force Recommendations

Mr. Lantz reviewed the Metro Recovery Task Force recommendations with the group and explained that there are potential impacts on funding sources such as Local Return and/or sub-regional programs like the Measure M MSPs. Metro is looking into ways to fill funding and operating budget gaps created or exacerbated by the pandemic.

- SBCCOG Draft Letter to Metro re: Recovery Task Force Recommendations

Mr. Lantz explained that a draft letter was prepared that urges Metro to provide more detail and requests further collaboration and concurrence with local agencies. This project was completed by some relatively new Metro staff members in the Office of Extraordinary Innovation and the SBCCOG is trying to make sure it is not done solely in the Metro vacuum.

- **Metro Free-Fare Service Initiative**

Mr. Lantz briefly provided an overview of the Metro Fareless System Initiative and asked the group if they had been working with Metro staff on impacts of fee changes at Metro on their own operations. Ms. Pynn explained there is an ad-hoc committee of operators and Metro that have begun looking at this. The group laid out challenges and concerns to Metro, but was unable to tell them more about it until Metro can better explain the impacts and costs to transfers, etc. At the most recent meeting, Metro staff indicated the recommendations may be going to the Metro Board in April 2021.

5) Inglewood Special Event Service Coordination Update: No updates were given.

6) Three Month Look-Ahead: Item was received and filed.

7) January 2021 Transportation Update: Item was received and filed.

8) Announcements/Adjournment – Next Transit Operators Working Group meeting

The meeting was adjourned at 4:21 p.m. to February 4, 2021 at 3 p.m.

South Bay Cities Council of Governments

Attachment B

January 29, 2021

To: SBCCOG Transit Operators Working Group (2/4/2021 meeting)
SBCCOG Transportation Committee (2/8/2021 meeting)
SBCCOG Infrastructure Working Group (2/10/21 meeting)

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

Re: FY 21-22 Measure R South Bay Highway Program and Decennial Transit Transfer Program Metro Budget Request Recommended Projects and Funding Commitments

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. Strategy 5 – Actively pursue opportunities for infrastructure funding for member agencies.

Background

The SBCCOG's Measure R South Bay Highway Program (SBHP) Metro Budget Request includes:

- Cashflow estimates based on updated schedules identified in active Measure R project funding agreements;
- “Cost to complete” estimates for projects that have current funding agreements but will need additional funding for project implementation phases that are not in the active funding agreements; and,
- Decennial Transit Transfer Program project requests for which new funding agreements will be needed.

It is not uncommon for initial conceptual cost estimates to increase once design has been completed and right of way needs are established. As part of the annual program update process, SBCCOG staff worked with Metro and lead agency staff to identify current projects that will require additional funding to complete construction or their current project phase. SBCCOG staff also solicited applications for new project requests. In December 2020, SBCCOG staff received funding augmentation requests for six (6) existing Measure M or Measure R projects, and two (2) applications for new projects. SBCCOG staff is recommending a total of \$18,863,330 in Measure R SBHP funding to the following existing projects:

- **City of Carson: \$2,600,000 for MR312.41 and MR312.46.** Both projects are traffic signal upgrade projects within the city already funded by the SBHP. City staff has requested additional funding to complete the construction of both projects. The increase is attributed to more accurate estimates available as a result of completion of designs. City plans to bid and build the projects as one project for efficiency and cost savings. City staff is working with Metro staff to determine if the projects can be combined into one funding agreement. Total project cost has gone from an estimated \$1.550 million to approximately \$4.15 million.

- **City of Los Angeles: \$14,606,330 for MR312.48.** This project is the Alameda St. (South) Widening from Anaheim St. to Harry Bridges Blvd. These funds are the balance of the \$17,481,330 in Measure R funding already recommended in out years by the SBCCOG Board during the FY18 Metro Budget Request process. Metro initially programmed \$2.875 million of the \$17,481,000 request in a previous year. Due to Metro's phased funding approach, although the \$14.606 million balance of Measure R funds were included in the initial SBCCOG Metro Budget Request, they are not yet in the Metro funding agreement. Subsequent to completion of the project design, the City also identified a funding shortfall due to extensive and unforeseen CPUC and railroad requirements.

Although the project was initially funded with Measure R, an additional \$17.518 million is needed to complete construction. Due to the size of the increase, SBCCOG staff assigned the new increment to SBCCOG's Measure M Multi-Year Sub-Regional Programs. Consequently, the project appears on both the Measure R and M Excel spreadsheets. The total Measure R and M allocation to this project is \$35 million.

The new total project cost estimate is \$41.668 million due to the city's recognition that heavy truck volumes necessitates construction of 12-foot lanes and turning lanes rather than the narrower through and turn lanes initially contemplated; and required signalization and intersection upgrades due to the project's proximity to railroad crossings. Complying with lane standards width significantly increased right-of-way and constructions costs and also required additional utility relocations that had not previously been identified. Total project cost has gone from an estimated \$28.162 million to approximately \$41.668 million.

- **City of Redondo Beach: \$1,060,000 for MR312.20.** This project will make intersection improvements at Aviation Blvd. and Artesia Blvd. The project was originally allocated \$847,000 in Measure R funds. The project has been delayed by an unforeseen problem during the right-of-way acquisition process and must now move forward with the legal process to secure the property. To complete the right-of-way acquisition and construction, the City is requesting an additional \$1,060,000 in Measure R funds. Total project cost has gone from an estimated \$847,000 to approximately \$1.907 million.
- **City of Torrance: \$997,000 for MR312.10.** The project will improve the intersection at PCH and Hawthorne Blvd. The initial project scope was approved for \$19.6 million in Measure R funds. The project has been bid for construction and requires an additional \$997,000 to complete. After a very extended permitting process with Caltrans, the City has finally received the approvals needed to move forward. However, the lengthy delays and additional requirements imposed by Caltrans have increased the costs for the project. Staff is recommending the additional funds will be provided using Measure R funds. Total project cost has gone from \$19.6 million to \$20.597 million. Because the project now exceeds \$20 million, \$597,000 is subject to a 10% local match. SBCCOG will work with the City of Torrance to determine the source of the match.

Exhibit 1 includes the program of projects for the Measure R SBHP and provides information on prior funding allocation, prior funding programmed, recommended allocation changes, and recommended current allocation for each project.

Also included in Exhibit 1 is the program of projects for the Measure R Decennial Transit Transfer Program. These projects were previously approved by the SBCCOG Board of Directors in March 2020 for FY20-21 funding. However, due to the one-year notice requirement to the legislature before the ordinance can be amended, Measure R Transit funding is anticipated to become available after July 2021. The Metro Board approved a motion including the proposed list of projects in the revised Measure R Expenditure Plan.

Subsequent to SBCCOG Board action, the Measure R SBHP and Decennial Transit Transfer Metro Budget Request will be transmitted to Metro for the recommended funding allocations. Metro is expected to act on the item in June-August 2021.

RECOMMENDATION

That the SBCCOG Board of Directors approve the FY21-22 Measure R SBHP and Decennial Transit Transfer Metro Budget Request.

Attachment:

Exhibit 1 – FY 2021-22 Funding allocations for Measure R SBHP active projects and Decennial Transit Transfer Program project applications

Lead Agency	Project No.	Project Description	Notes	Prior Allocation	Recommended Allocation Change	Recommended Current Allocation	Prior Year Program	FY21-22	FY22-23	FY23-24	FY24-25	Out years FY26-29	
South Bay I-405, I-110, I-105, & SR-91 Ramp / Interchange Improvements					\$412,266,000	\$18,863,330	\$431,129,330	\$281,376,000	\$59,898,330	\$38,750,000	\$51,505,000	\$0	\$0
SBCCOG	MR312.01	South Bay Cities COG Program Development & Oversight and Program Administration (Project Development Budget Included)		\$13,375,000	\$0	\$13,375,000	\$13,375,000						
TOTAL SBCCOG					\$13,375,000	\$0	\$13,375,000	\$13,375,000	\$0	\$0	\$0	\$0	\$0
Caltrans	MR312.11	ITS: I-405, I-110, I-105, SR-91 at Freeway Ramp/Arterial Signalized Intersections		\$5,357,000	\$0	\$5,357,000	\$5,357,000						
Caltrans	MR312.24	I-110 Aux lane from SR-91 to Torrance Blvd Aux lane & I-405/I-110 Connector (Completed)		\$8,120,000	\$0	\$8,120,000	\$8,120,000						
Caltrans	MR312.25	I-405 at 182nd St. / Crenshaw Blvd Improvements		\$86,400,000	\$0	\$86,400,000	\$49,400,000	\$20,000,000	\$11,000,000	\$6,000,000			
Caltrans	MR312.29	ITS: Pacific Coast Highway and Parallel Arterials From I-105 to I-110		\$9,000,000	\$0	\$9,000,000	\$9,000,000						
Caltrans	MR312.45	PAED Integrated Corridor Management System (ICMS) on I- 110 from Artesia Blvd and I-405		\$1,000,000	\$0	\$1,000,000	\$1,000,000						
Caltrans	MR312.77	I-405 IQA Review for PSR (El Segundo to Artesia Blvd)		\$150,000	\$0	\$150,000	\$150,000						
Caltrans	MR312.78	I-405 IQA Review for PSR (Main St to Wilmington)		\$150,000	\$0	\$150,000	\$150,000						
Caltrans	MR312.82	PCH (I-105 to I-110) Turn Lanes and Pockets		\$8,400,000	\$0	\$8,400,000	\$0	\$4,400,000	\$4,000,000				
TOTAL CALTRANS					\$118,577,000	\$0	\$118,577,000	\$73,177,000	\$24,400,000	\$15,000,000	\$6,000,000	\$0	\$0
Carson/Metro	MR312.41	Traffic Signal Upgrades at 10 Intersections	Chg	\$1,400,000	\$0	\$1,400,000	\$1,400,000						
Carson/Metro	MR312.46	Upgrade Traffic Control Signals at the Intersection of Figueroa St and 234th St and Figueroa St and 228th St	Chg	\$150,000	\$2,600,000	\$2,750,000	\$150,000	\$2,600,000					
Carson	MR312.80	223rd St Widening		\$1,000,000	\$0	\$1,000,000	\$1,000,000						
TOTAL CARSON					\$2,550,000	\$2,600,000	\$5,150,000	\$2,550,000	\$2,600,000	\$0	\$0	\$0	\$0
El Segundo	MR312.22	Maple Ave Improvements from Sepulveda Blvd to Parkview Ave (Completed)		\$2,500,000	\$0	\$2,500,000	\$2,500,000						
El Segundo	MR312.27	PCH Improvements from Imperial Highway to El Segundo Blvd	Deob	\$400,000	-\$400,000	\$0	\$400,000						
El Segundo	MR312.57	Park Place Roadway Extension and Railroad Grade Separation Project		\$5,350,000	\$0	\$5,350,000	\$950,000	\$3,200,000	\$1,200,000				
TOTAL EL SEGUNDO					\$8,250,000	-\$400,000	\$7,850,000	\$3,850,000	\$3,200,000	\$1,200,000	\$0	\$0	\$0
Gardena	MR312.17	Rosecrans Ave Improvements from Vermont Ave to Crenshaw Blvd (Completed)		\$1,500,000	\$0	\$1,500,000	\$1,500,000						
Gardena	MR312.19	Artesia Blvd at Western Ave Intersection Improvements (Westbound left turn lanes) (Completed)		\$2,523,000	\$0	\$2,523,000	\$2,523,000						
Gardena	MR312.21	Vermont Ave Improvements from Rosecrans Ave to 182nd Street (Completed)		\$4,967,000	\$0	\$4,967,000	\$4,967,000						
Gardena	MR312.02	Traffic Signal Reconstruction on Vermont at Redondo Beach Blvd and at Rosecrans Ave		\$393,000	\$0	\$393,000	\$393,000						
Gardena	MR312.09	Artesia Blvd Arterial Improvements from Western Ave to Vermont Ave		\$2,090,300	\$0	\$2,090,300	\$2,090,300						
Gardena	MR312.79	Traffic Signal Install at Vermont Ave. and Magnolia Ave		\$144,000	\$0	\$144,000	\$144,000						
TOTAL GARDENA					\$11,617,300	\$0	\$11,617,300	\$11,617,300	\$0	\$0	\$0	\$0	\$0

Lead Agency	Project No.	Project Description	Notes	Prior Allocation	Recommended Allocation Change	Recommended Current Allocation	Prior Year Program	FY21-22	FY22-23	FY23-24	FY24-25	Out years FY26-29
Hawthorne	MR312.03	Rosecrans Ave Widening from I-405 SB off ramp to Isis Ave (Completed)		\$2,100,000	\$0	\$2,100,000	\$2,100,000					
Hawthorne	MR312.33	Aviation Blvd at Marine Ave Intersection Improvements (Westbound right turn lane) (Completed)		\$3,600,000	\$0	\$3,600,000	\$3,600,000					
Hawthorne	MR312.44	Hawthorne Blvd Improvements from El Segundo Blvd to Rosecrans Ave (Completed)		\$7,551,000	\$0	\$7,551,000	\$7,551,000					
Hawthorne	MR312.47	Signal Improvements on Prairie Ave from 118th St to Marine Ave		\$1,237,000	\$0	\$1,237,000	\$1,237,000					
Hawthorne	MR312.54	Intersection Widening & Traffic Signal Modifications on Inglewood Ave at El Segundo Blvd; on Crenshaw Blvd At Rocket Road; on Crenshaw at Jack Northrop; and on 120th St.		\$2,000,000	\$0	\$2,000,000	\$2,000,000					
Hawthorne	MR312.61	Hawthorne Blvd Arterial Improvements, from 126th St to 111th St		\$4,400,000	\$0	\$4,400,000	\$4,400,000					
Hawthorne	MR312.66	Imperial Ave Signal Improvements and Intersection Capacity Project		\$1,995,000	\$0	\$1,995,000	\$1,500,000	\$495,000				
Hawthorne	MR312.67	Rosecrans Ave Signal Improvements and Intersection Capacity Enhancements		\$3,200,000	\$0	\$3,200,000	\$2,700,000	\$500,000				
Hawthorne	MR312.68	El Segundo Blvd Improvements Project Phase I		\$2,000,000	\$0	\$2,000,000	\$1,300,000	\$700,000				
Hawthorne	MR312.69	El Segundo Blvd Improvements Project Phase II		\$600,000	\$0	\$600,000	\$600,000					
Hawthorne	MR312.81	120th St Improvements - Crenshaw Blvd to Felton Ave		\$600,000	\$0	\$600,000	\$600,000					
		TOTAL HAWTHORNE		\$29,283,000	\$0	\$29,283,000	\$27,588,000	\$1,695,000	\$0	\$0	\$0	\$0
Hermosa Beach	MR312.05	PCH (SR-1/PCH) Improvements between Anita St and Artesia Blvd		\$574,700	\$0	\$574,700	\$574,700					
		TOTAL HERMOSA BEACH		\$574,700	\$0	\$574,700	\$574,700	\$0	\$0	\$0	\$0	\$0
Inglewood	MR312.12	Intelligent Transportation System (ITS) Phase IV		\$3,500,000	\$0	\$3,500,000	\$3,500,000					
Inglewood	MR312.50	ITS: Phase V - Communication Gap Closure on Various Locations, ITS Upgrade and Arterial Detection		\$0	\$0	\$0	\$0					
Inglewood	MR312.70	Prairie Ave Signal Synchronization Project		\$205,000	\$0	\$205,000	\$205,000					
Inglewood	MR312.71	La Cienega Blvd Signal Synchronization Project		\$80,000	\$0	\$80,000	\$80,000					
Inglewood	MR312.72	Arbor Vitae Signal Synchronization Project		\$130,000	\$0	\$130,000	\$130,000					
Inglewood	MR312.73	Florence Ave Signal Synchronization Project		\$255,000	\$0	\$255,000	\$255,000					
		TOTAL INGLEWOOD		\$4,170,000	\$0	\$4,170,000	\$4,170,000	\$0	\$0	\$0	\$0	\$0
LA City	MR312.48	Alameda St (South) Widening from Anaheim St to Harry Bridges Blvd [City also requested an additional \$17.52M in Measure M funding for a combined total project cost of \$35M in Measure R&M funding]	Chg	\$2,875,000	\$14,606,330	\$17,481,330	\$2,875,000	\$7,606,330	\$7,000,000			
LA City	MR312.51	Improve Anaheim St from Farragut Ave to Dominguez Channel (Call Match) F2207		\$1,313,000	\$0	\$1,313,000	\$1,313,000					
LA City	MR312.56	Del Amo Blvd Improvements from Western Ave to Vermont Ave Project Oversight		\$100,000	\$0	\$100,000	\$100,000					
LA City	MR312.74	Alameda St (East) Widening Project		\$3,580,000	\$0	\$3,580,000	\$3,580,000					
		TOTAL LA CITY		\$7,868,000	\$14,606,330	\$22,474,330	\$7,868,000	\$7,606,330	\$7,000,000	\$0	\$0	\$0
LA County	MR312.16	Del Amo Blvd Improvements from Western Ave to Vermont Ave (Completed)		\$307,000	\$0	\$307,000	\$307,000					
LA County	MR312.52	ITS: Improvements on South Bay Arterials (Call Match) F7310		\$1,021,000	\$0	\$1,021,000	\$1,021,000					
LA County	MR312.64	South Bay Arterial System Detection Project		\$2,000,000	\$0	\$2,000,000	\$600,000	\$1,400,000				
		TOTAL LA COUNTY		\$3,328,000	\$0	\$3,328,000	\$1,928,000	\$1,400,000	\$0	\$0	\$0	\$0

Lead Agency	Project No.	Project Description	Notes	Prior Allocation	Recommended Allocation Change	Recommended Current Allocation	Prior Year Program	FY21-22	FY22-23	FY23-24	FY24-25	Out years FY26-29
Lawndale	MR312.15	Inglewood Ave Widening from 156th Street to I-405 Southbound on-ramp (Completed)		\$43,000	\$0	\$43,000	\$43,000					
Lawndale	MR312.31	Manhattan Beach Blvd at Hawthorne Blvd Left Turn Signal Improvements		\$508,000	\$0	\$508,000	\$508,000					
Lawndale	MR312.36	ITS: City of Lawndale Citywide Improvements (Completed)		\$878,300	\$0	\$878,300	\$878,300					
Lawndale	MR312.49	Redondo Beach Blvd Mobility Improvements from Prairie to Artesia (Call Match) F9101		\$1,039,300	\$0	\$1,039,300	\$1,039,300					
		TOTAL LAWDALE		\$2,468,600	\$0	\$2,468,600	\$2,468,600	\$0	\$0	\$0	\$0	\$0
Lomita	MR312.43	Intersection Improvements at Western/Palos Verdes Dr and PCH/Walnut		\$1,585,000	\$0	\$1,585,000	\$1,585,000					
		TOTAL LOMITA		\$1,585,000	\$0	\$1,585,000	\$1,585,000	\$0	\$0	\$0	\$0	\$0
Manhattan Beach	MR312.04	Sepulveda Blvd at Marina Ave Intersection Improvements (West Bound left turn lanes) (Completed)		\$346,500	\$0	\$346,500	\$346,500					
Manhattan Beach	MR312.28	Seismic retrofit of widened Bridge 53-62 from Sepulveda Blvd from 33rd Street to south of Rosecrans Ave		\$9,100,000	\$0	\$9,100,000	\$9,100,000					
Manhattan Beach	MR312.34	Aviation Blvd at Artesia Blvd Intersection Improvements (Southbound right turn lane)		\$1,500,000	\$0	\$1,500,000	\$1,500,000					
Manhattan Beach	MR312.35	Sepulveda Blvd at Manhattan Beach Blvd Intersection Improvements (NB, WB, EB left turn lanes and SB right turn lane)		\$980,000	\$0	\$980,000	\$980,000					
Manhattan Beach	MR312.62	Sepulveda Blvd Operational Improvements at Rosecrans Ave, 33rd St, Cedar Ave, 14th St and 2nd St.		\$900,000	\$0	\$900,000	\$900,000					
		TOTAL MANHATTAN BEACH		\$12,826,500	\$0	\$12,826,500	\$12,826,500	\$0	\$0	\$0	\$0	\$0
Metro	MR312.30	I-405 Improvements from I-105 to Artesia Blvd		\$17,381,000	\$0	\$17,381,000	\$14,181,000	\$3,200,000				
Metro	MR312.55	I-405 Improvements from I-110 to Wilmington		\$17,400,000	\$0	\$17,400,000	\$14,200,000	\$3,200,000				
Metro	3000002033/PS 4010-2540-01-19	South Bay Arterial Baseline Conditions Analysis (Completed)		\$250,000	\$0	\$250,000	\$250,000					
Metro	MR312.83	Inglewood Transit Center at Florence/La Brea		\$1,500,000	\$0	\$1,500,000	\$1,500,000					
Metro	MR312.84	I-105 Integrated Corridor Management		\$20,000,000	\$0	\$20,000,000	\$600,000	\$2,000,000	\$2,400,000	\$15,000,000		
Metro	MR312.85	I-405 N/B Aux Lane (Imperial Hwy to El Segundo)		\$14,000,000	\$0	\$14,000,000	\$800,000	\$1,000,000	\$3,000,000	\$9,200,000		
		TOTAL METRO		\$70,531,000	\$0	\$70,531,000	\$31,531,000	\$9,400,000	\$5,400,000	\$24,200,000	\$0	\$0
Rancho Palos Verdes	MR312.39	Western Ave. (SR-213) from Palos Verdes Drive North to 25th street -- PSR		\$90,000	\$0	\$90,000	\$90,000					
		TOTAL RANCHO PALOS VERDES		\$90,000	\$0	\$90,000	\$90,000	\$0	\$0	\$0	\$0	\$0
POLA	MR312.32	SR-47/Vincent Thomas Bridge on/off ramp Improvements at Harbor Blvd		\$41,225,000	\$0	\$41,225,000	\$3,830,000	\$7,000,000	\$10,000,000	\$20,395,000		
		TOTAL POLA		\$41,225,000	\$0	\$41,225,000	\$3,830,000	\$7,000,000	\$10,000,000	\$20,395,000	\$0	\$0

Lead Agency	Project No.	Project Description	Notes	Prior Allocation	Recommended Allocation Change	Recommended Current Allocation	Prior Year Program	FY21-22	FY22-23	FY23-24	FY24-25	Out years FY26-29
Redondo Beach	MR312.06	Pacific Coast Highway improvements from Anita Street to Palos Verdes Blvd		\$1,400,000	\$0	\$1,400,000	\$1,400,000					
Redondo Beach	MR312.07	Pacific Coast Highway at Torrance Blvd intersection improvements (Northbound right turn lane)		\$936,000	\$0	\$936,000	\$936,000					
Redondo Beach	MR312.08	Pacific Coast Highway at Palos Verdes Blvd intersection improvements (WB right turn lane)		\$389,000	\$0	\$389,000	\$389,000					
Redondo Beach	MR312.13	Aviation Blvd at Artesia Blvd intersection improvements (Completed) (Eastbound right turn lane)		\$22,000	\$0	\$22,000	\$22,000					
Redondo Beach	MR312.14	Inglewood Ave at Manhattan Beach Blvd intersection improvements (Eastbound right turn lane) (Completed)		\$30,000	\$0	\$30,000	\$30,000					
Redondo Beach	MR312.20	Aviation Blvd at Artesia Blvd intersection improvements (Northbound right turn lane)	Chg	\$847,000	\$1,060,000	\$1,907,000	\$847,000		\$150,000	\$910,000		
Redondo Beach	MR312.38	PCH at Anita St Improvements (left and right turn lane)		\$2,400,000	\$0	\$2,400,000	\$800,000	\$1,600,000				
Redondo Beach	MR312.42	Inglewood Ave at Manhattan Beach Blvd intersection improvements (Southbound right turn lane)		\$5,175,000	\$0	\$5,175,000	\$5,175,000					
Redondo Beach	MR312.75	Kingsdale Ave at Artesia Blvd Intersection Improvements		\$992,000	\$0	\$992,000	\$992,000					
		TOTAL REDONDO BEACH		\$12,191,000	\$1,060,000	\$13,251,000	\$10,591,000	\$1,600,000	\$150,000	\$910,000	\$0	\$0
Torrance	MR312.10	Pacific Coast Highway at Hawthorne Blvd intersection improvements	Chg	\$19,600,000	\$997,000	\$20,597,000	\$19,600,000	\$997,000				
Torrance	MR312.18	Maple Ave at Sepulveda Blvd Intersection Improvements (Completed) (Southbound right turn lane)		\$319,900	\$0	\$319,900	\$319,900					
Torrance	MR312.23	Torrance Transit Park and Ride Regional Terminal Project 465 Crenshaw Blvd		\$25,700,000	\$0	\$25,700,000	\$25,700,000					
Torrance	MR312.26	I-405 at 182nd St. / Crenshaw Blvd Operational Improvements		\$15,300,000	\$0	\$15,300,000	\$15,300,000					
Torrance	MR312.40	Pacific Coast Highway at Vista Montana/Anza Ave Intersection Improvements		\$2,900,000	\$0	\$2,900,000	\$2,900,000					
Torrance	MR312.58	Pacific Coast Highway from Calle Mayor to Janet Lane Safety Improvements (Completed)		\$852,000	\$0	\$852,000	\$852,000					
Torrance	MR312.59	Pacific Coast Highway at Madison Ave Signal upgrades to provide left-turn phasing (Completed)		\$500,000	\$0	\$500,000	\$500,000					
Torrance	MR312.60	Crenshaw from Del Amo to Dominguez - 3 SB turn lanes at Del Amo Blvd, 208th St., Transit Center Entrance, Signal Improvements at 2 new signal at Transit Center		\$3,300,000	\$0	\$3,300,000	\$3,300,000					
Torrance	MR312.63	PCH at Crenshaw Blvd Intersection Improvements		\$500,000	\$0	\$500,000	\$500,000					
Torrance	MR312.76	Plaza Del Amo at Western Ave (SR-213) Improvements		\$2,784,000	\$0	\$2,784,000	\$2,784,000					
		TOTAL TORRANCE		\$71,755,900	\$997,000	\$72,752,900	\$71,755,900	\$997,000	\$0	\$0	\$0	\$0
		TOTAL SOUTH BAY		\$412,266,000	\$18,863,330	\$431,129,330	\$281,376,000	\$59,898,330	\$38,750,000	\$51,505,000	\$0	\$0

Lead Agency	Project No.	Project Description	Notes	Prior Allocation	Recommended Allocation Change	Recommended Current Allocation	Prior Year Program	FY21-22	FY22-23	FY23-24	FY24-25	Out years FY26-29
Measure R Decennial Transit Transfer - South Bay												
SBCCOG		SBCCOG Program Administration (.05% of \$400M transfer, \$2M total through 2039)		\$0	\$1,000,000	\$1,000,000	\$0	\$125,000	\$125,000	\$125,000	\$125,000	\$500,000
		TOTAL SBCCOG		\$0	\$1,000,000	\$1,000,000	\$0	\$125,000	\$125,000	\$125,000	\$125,000	\$500,000
Carson		Carson Circuit: Fashion Outlet Regional Transit Center		\$0	\$3,525,000	\$3,525,000	\$0	\$1,380,000	\$2,145,000			
		TOTAL CARSON		\$0	\$3,525,000	\$3,525,000	\$0	\$1,380,000	\$2,145,000	\$0	\$0	\$0
Gardena		GTrans: Purchase of up to 15 expansion buses		\$0	\$12,375,000	\$12,375,000	\$0		\$4,950,000	\$7,425,000		
Gardena		Gtrans: Solar Energy Generation/Bus Fueling Infrastructure Project		\$0	\$2,000,000	\$2,000,000	\$0	\$345,473	\$1,654,527			
		TOTAL GARDENA		\$0	\$14,375,000	\$14,375,000	\$0	\$345,473	\$6,604,527	\$7,425,000	\$0	\$0
Inglewood		Inglewood Transit Connector Project		\$0	\$233,700,000	\$233,700,000	\$0	\$79,800,000	\$40,000,000	\$35,000,000	\$35,000,000	\$43,900,000
		TOTAL INGLEWOOD		\$0	\$233,700,000	\$233,700,000	\$0	\$79,800,000	\$40,000,000	\$35,000,000	\$35,000,000	\$43,900,000
Redondo Beach		Beach Cities Transit: Transit Operations & Maintenance Facility		\$0	\$32,090,555	\$32,090,555	\$0					\$32,090,555
		TOTAL REDONDO BEACH		\$0	\$32,090,555	\$32,090,555	\$0	\$0	\$0	\$0	\$0	\$32,090,555
Torrance		Torrance Transit: Return of the Red Car Urban Circulator Trolley		\$0	\$4,500,000	\$4,500,000	\$0	\$2,000,000	\$2,500,000			
Torrance		Torrance Transit: Expansion Buses		\$0	\$20,000,000	\$20,000,000	\$0	\$17,100,000	\$2,900,000			
Torrance		Torrance Transit: Regional Transit Center Parking Structure		\$0	\$35,000,000	\$35,000,000	\$0	\$35,000,000				
Torrance		Torrance Transit: MicroTransit Expansion of the Torrance Community Transit Program		\$0	\$240,000	\$240,000	\$0	\$60,000	\$180,000			
Torrance		Torrance Transit: Construction of Heavy-Duty Electric Vehicle Charging Station		\$0	\$3,500,000	\$3,500,000	\$0	\$3,000,000	\$500,000			
		TOTAL TORRANCE		\$0	\$63,240,000	\$63,240,000	\$0	\$57,160,000	\$6,080,000	\$0	\$0	\$0
		TOTAL SOUTH BAY		\$0	\$347,930,555	\$347,930,555	\$0	\$138,810,473	\$54,954,527	\$42,550,000	\$35,125,000	\$76,490,555

February 1, 2021

TO: SBCCOG Transit Operators Working Group – 2/4/21 meeting
SBCCOG Transportation Committee - 2/8/21 meeting
SBCCOG Infrastructure Working Group – 2/10/21 meeting
SBCCOG Board of Directors – 2/25/21 meeting

FROM: Steve Lantz, SBCCOG Transportation Director

RE: SBCCOG Transportation Update Covering January 2021

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

New Administration Unveils Transformative “Build Back Better” Infrastructure Plan

President Biden unveiled a nearly \$2 trillion economic recovery plan on January 21st focused on addressing climate change, adoption of autonomous vehicles, expanded rural access to broadband, safe drinking water, and modernizing highways, bridges and tunnels. The president also called for a public / private partnership between the federal and state governments and the private sector and he is supporting a \$20 billion relief program for the “hardest hit” public transit agencies.

The President signed an executive order mandating mask wearing on federal lands, in airports and stations, in trains, airplanes, and in other public transportation modes. Federal transportation officials are considering a range of options to enforce President Biden's new face mask requirement for interstate travelers, including the possibility of fines in the thousands of dollars. Rather than spending months in the normal rule-making process, federal officials are considering emergency actions that could take effect much sooner to reduce the spread of COVID 19.

New Transportation Secretary Pete Buttigieg during his Senate Confirmation hearing defended the new administration’s climate change priorities, supported improved pedestrian safety street improvement initiatives, and committed to work with Congress to identify specific long-term funding solutions including potential adjustments to existing user fees, or shifting toward a national program that would charge drivers for the miles they travel.

State

COVID-19 May Prompt Changes In California's Transportation Revenue Sources

Significant changes to travel behavior during the pandemic have decreased fuel tax revenue in California and many other states. In response, the Mineta Transportation Institute at UC Berkeley has researched six scenarios for funding California transportation programs through 2040.

The six scenarios evaluated the effects of several variables on projected SB 1 tax and fee revenues, including the length of the economic downturn and differences in transportation trends such as vehicle miles traveled (VMT), light-duty fleet size, and the mix of internal-combustion engine (ICE) vs. zero-emission vehicles (ZEV). The study's revenue projections under these six scenarios found that the projected cumulative revenue raised between 2020 and 2040 varies across the scenarios by more than \$40 billion. In 2020, taxes on fuels generated roughly three-quarters of state generated transportation revenue, but in four of the six scenarios, they generate less than a quarter of revenues.

Researchers suggest that in order to achieve its policy goals of reducing carbon emissions from the transportation sector, California's policymakers may wish to change the structure of taxes to replace the revenue lost from fuel taxes. For instance, the research team suggests supplementing the existing tax structure with a new road-user charge of one cent per mile of vehicle miles travelled.

Governor's Proposed FY 21-22 Budget Includes \$1.5 billion for Clean Fuel Vehicles

Governor Gavin Newsom yesterday unveiled his Equitable Recovery for California's Businesses and Jobs Plan with his proposed FY 21-22 state budget on January 22nd. The plan aims to boost the state's recovery from COVID-19 in the coming year.

The plan also includes \$1.5 billion for the purchase of clean-fuel vehicles to provide support for lower-income residents to purchase cleaner vehicles and to support purchases of clean trucks, buses and off-road freight equipment. The funds will also support the construction of electric charging and hydrogen fueling stations, which are a crucial part of low-emissions infrastructure. Metro supports increased funding for the purchase of clean vehicles through our state legislative goal #6: Coordinate with our local and state partners to incorporate the region's needs in emerging climate change and sustainability programs.

Region

Android Phones Can Now Be Used As Metro TAP Cards

L. A. Metro launched the regional TAP transit smartcard on Apple iPhones last September. On January 25th, Metro introduced its TAP application for Android phones. The TAP app provides a secure, contactless way to pay transit fare on Metro and 25 additional TAP transit agencies in L.A. County.

Users can now pay their fare with their Android phone, iPhone, or Apple Watch by holding their device *near* the TAP reader for quick fare validation. There is no need to use Face ID, Touch ID or wake the device. Riders can also download the TAP app to purchase reduced fare and low income passes as well as Stored Value options and Metro Bike Share. Fare payment is available immediately after purchase on your phone. For more information, visit taptogo.net.

COVID Absences Mean Missed Metro Trips, Construction Delays: Metro Funds More Service

In September 2020, Metro responded to projected reductions in sales tax and fare revenue due to COVID 19 stay at home orders by cutting Metro service 20% without implementing staff furloughs or layoffs. In the past month, trips have been missed as about 30% of L.A. Metro's bus operators have been out due to either being quarantined, caring for family members, or having COVID-19. The absences are also affecting progress on five Metro rail construction projects. As a result, approximately 10% of bus and rail trips have been canceled each day resulting in crowding on subsequent trips.

In response to higher-than-anticipated sales tax revenues, the Metro Board on January 28th considered a staff recommendation to focus on improving the state of repair of its bus and rail fleet rather than funding additional service. Instead, the Metro Board instructed staff to spend all of the \$58.6 million in new revenue that is eligible for transit operations to hire and train replacement bus operators and to be able to fund additional service when riders return to the system before the end of the agency's current fiscal year in June 2021. The Board also set as its top priority restoring service to its pre-COVID levels in anticipation of widespread immunizations allowing riders safely to return Metro.

On the construction side, although Metro reported that construction contractors have reported 80 absences per day, the agency has yet to determine how much effect the absentee rate will have on construction completion schedule projections. In example, Metro staff reported at the January 28th Board Meeting that substantial completion of construction on the Crenshaw/LAX line, which initially was scheduled for this month, has been postponed to at least September 2021. However, there was no transparency to the effects of COVID 19 absences versus other reasons for the delayed opening date. Once the contractors complete their work, it will take at least 5 months before the line opens for riders.

COVID 19's Silver Lining: Dramatic Reduction in Pedestrian-Vehicle Collisions in L. A.

Total pedestrian-vehicle collisions in L. A. City in 2020 fell by 70%, to 1,135, down from the 3,733 collisions reported in 2019.

John Yi, the executive director of Los Angeles Walks, is glad that the numbers have gone down, but notes that relying on a pandemic is not a long-term solution. With less traffic and more people out on the roads, Yi and other active transportation advocates believe the pandemic has presented Los Angeles with an opportunity to focus on improving its infrastructure by fully implementing the city's Slow Streets Program. The program aims to limit street traffic in order to improve street safety for pedestrians and cyclists.

Inglewood Issues DEIR For Proposed Elevated Automated People Mover Light Rail Line

On January 8th Inglewood unveiled its draft environmental impact report (DEIR) for the proposed Inglewood Transit Connector (ITC) project, a 1.6-mile, fully elevated and electrically powered automated light-rail system. The city is soliciting public review and comment of the document through February 8, 2021. Upon completion, the \$1 billion project — which includes construction of three stations — would close the last-mile gap between the Crenshaw/LAX light rail line and the emerging Inglewood Entertainment District on the site of the former Hollywood Park. The project area is bounded by the Crenshaw/LAX Line to the north, Century Boulevard to the south; the SoFi Stadium, The Forum and a new Clippers Arena to the east; and La Brea Avenue to the west. Ridership on the elevated train is projected to range from 3,098 daily passengers on nonevent days to 25,056 on National Football League game days.

Los Angeles Applies Recycled Plastic Asphalt On First Major City Street

As part of a new sustainability pilot project, a portion of 1st Street between Grand Avenue and Hope Street in downtown Los Angeles was resurfaced with recycled plastic asphalt. This application of recycled plastic asphalt is the first of its kind on a major city street.

According to TechniSoil, its Neo binder infused with recycled PET plastic from water bottles has the potential to reduce the use of petroleum in asphalt. Approximately 150,000 plastic water bottles could be reused per lane mile. The company says additional benefits include reduced energy-input, fewer truck trips, zero use of virgin aggregate, increased recycling of existing roadway and the associated reductions of greenhouse gas emissions.

Lab tests have indicated the plastic road surface may be five-to-six times the strength of a traditional asphalt road and will last two-to-three times longer, generating 50 percent life-cycle savings. As part of the project, the city is expected to evaluate the durability and performance of the product, under conditions of heavy vehicle weight use, where deep rutting and deformation of the roadway has resulted.

Trends

Fiat Chrysler/Archer Partnership Plans To Offer Mass-Produced Flying Cars By 2024

On Jan. 12th, the electric aviation company Archer announced it is partnering with Fiat Chrysler Automobiles to mass-produce its aircraft starting in 2023. Archer, Joby and Beta are competing to roll out vertical take-off and landing aircraft intended to provide faster, sustainable, and affordable urban transportation.

These electric aircraft straddle the line between airplane and helicopter: Multiple electric rotors allow aircraft to take off or land similar to a helicopter, and rotate for airplane-like horizontal flight. Archer's vehicle is expected to carry up to four passengers at speeds of 150 mph for 60 miles. Future battery technology could extend that range significantly.

Pricing for urban flights between 20 to 100 miles is expected to be competitive with UberX, about \$3 to \$6 per passenger mile. However, one of electric aviation's greatest challenges (beyond safety certification) is mass production. To solve this problem, Archer turned to Fiat Chrysler Automobiles (FCA), which already helped design the aircraft's cockpit and will enable production of thousands of aircraft per year. The first aircraft is scheduled to be revealed in early 2021 with the first public flights in 2024.

All EVs by 2035? California Energy Commission Report Shows Challenges

A new California Energy Commission study of the state's EV charging infrastructure predicts that more than 1.5 million EV chargers will be needed by 2030 in California alone, which is three times the 500,000 charging stations that President Biden has promised to build throughout the nation by 2030.

Furthermore, a massive 15% surge of electricity demand could arrive each midnight, out of sync with daytime solar generation.

Today, the state has 67,000 chargers available to the public and the CEC doesn't know where the additional 62,000 chargers needed five years from now will come from. And that doesn't include the 157,000 fast-charging stations needed for an estimated 180,000 electric delivery vans, box trucks and tractor-trailers that are also on the way. On top of the number of chargers, trucks offer an additional challenge since they operate all day on rigid schedules and start charging after 5 p. m. during the evening peak.

The CEC assumed that the state would continue to use its existing time-of-use electricity rates. To steer users toward the quiet times, those rates drop precipitously at midnight. Why midnight? That's when current electricity rates drop significantly. By 2030 —five years short of the state's all-electric sales goal — the state would need an additional 3,600 megawatts of power during a new peak charging period starting at midnight. That would mean absorbing an increase in electricity demand at a normally sleepy hour by up to 15% on weekdays and 16% on weekends. Expensive grid upgrades are likely needed to supply that much juice.

Another curveball for the grid is demand from big trucks and vans. Unless a new paradigm is found, that fleet could add another 5,000 MW of power demand at 5 p.m., which is an hour when demand is already high as people arrive home at the end of the day.

One reason for the charging station shortfall is that a major source of state funding for charging infrastructure — fees on state vehicle licensing and smog checks — is heavily oversubscribed. Only one-third of proposed projects have received funds.

The report said that better vehicle-to-grid integration is needed, including new rate structures and incentives that could shift large blocks of power to different times of day.

There are a few potential solutions. First, the state may have to change its time-of-day rate structure. Another emerging solution is bidirectional charging — adding the ability for a car to not just receive power from the grid but deliver it to the grid or to power a home when it is idle. This capability is expected in several soon-to-be-released EV models, including the Lucid Air, the Ford F-150, and a truck and SUV from new automaker Rivian.

In rural areas, where the electric grid isn't made for big new power loads, a solar canopy with a battery and charger could work independent of power lines. In urban parking garages, a roving battery on wheels could charge almost a dozen vehicles a day.

Everyone agrees that expanding the EV charging network is feasible by 2035. But, as usual, it all boils to money. Public sector energy providers are looking for vehicle manufacturers to help fund expansion of the charging infrastructure. But the electric vehicle manufacturers are counting on the Biden administration to pay to triple the infrastructure.

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South Bay Measure R / Measure M Highway Programs

February 2021	March 2021	April 2021
<p>4. Transit Operators Working Group Meeting</p> <ul style="list-style-type: none"> Metro Budget Request Transit Recommendations <p>8. SBCCOG Transportation Committee Meeting</p> <ul style="list-style-type: none"> Metro Budget Request Recommendations <p>8. SBCCOG Steering Committee Meeting</p> <p>10. IWG Meeting</p> <ul style="list-style-type: none"> Metro Budget Request Recommendations Spotlight Topics Survey Results Spotlight: L. A. County Sanitation District Organic Waste Program <p>12. Metro South Bay Service Council</p> <p>25. Metro Board Meeting</p> <p>25. SBCCOG Board Meeting</p> <ul style="list-style-type: none"> Metro Budget Request Approval 	<p>4. Transit Operators Working Group Meeting</p> <p>8. SBCCOG Transportation Committee Meeting</p> <p>8. SBCCOG Steering Committee Meeting</p> <p>10. IWG Meeting</p> <p>12. Metro South Bay Service Council</p> <p>18. SBCCOG General Assembly</p> <p>25. Metro Board Meeting</p> <p>25. SBCCOG Board Meeting Dark due to General Assembly</p>	<p>1. Transit Operators Working Group Meeting</p> <p>9. Metro South Bay Service Council</p> <p>12. SBCCOG Transportation Committee Meeting</p> <p>12. SBCCOG Steering Committee Meeting</p> <p>14. IWG Meeting</p> <p>22. Metro Board Meeting</p> <p>22. SBCCOG Board Meeting</p>

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