

South Bay Cities Council of Governments

Transportation Committee

SBCCOG Office

20285 S. Western Avenue, Suite 100

Torrance, CA 90501

AGENDA

Thursday, November 14, 2019

10:30am – 12:00pm

- 10:30am** **Welcome / Self-Introductions**
- 10:32am** **Consent Calendar**
a. **October 14, 2019 Transportation Committee Minutes (Attachment A) – Approve**
b. **November 2019 Transportation Update (Attachment B) – Receive and File**
- 10:35am** **Transportation Working Group Updates**
a. **Infrastructure Working Group**
b. **Transit Operators Working Group**
c. **Metro Service Council**
- 10:45am** **Annual Performance Evaluation Report (Attachment C) – Receive and File**
- 10:55am** **Evaluation of Applications Submitted for Measure M & R Call for Projects (Attachment D) – Approve**
- 11:55am** **Three-Month Look Ahead (Attachment E) – Receive and File**
- 12:00pm** **Announcements / Adjournment**

Next Transportation Committee meeting – Monday, January 13, 2020, 10:30am
To include an item in the agenda, e-mail to: lantzsh10@gmail.com by January 3, 2020.

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SBCCOG Board action earlier in the year on the Measure R SBHP Metro Budget Request, Metro staff also added 3 projects to the Measure M list approved that were deemed ineligible for Measure R.

Ms. Bacharach noted that there should be concern about Metro staff taking action on SBCCOG Board approved lists without returning to the SBCCOG for concurrence/approval.

V. Measure R SBHP Sub-Fund Transfer

Mr. Lantz explained that the Measure R ordinance allows a transfer of funds from highway to transit (or vice versa) once every 10 years, the first time being 2020. The question before the Committee and the SBCCOG Board is whether or not they wish to recommend to the Metro Board that a transfer occur, and if so, how much funding should be transferred. The push to transfer funds is largely coming from the City of Inglewood for the Centinela Grade Separation on the Crenshaw/LAX rail line as well as the Inglewood Transit Connector Project. Local municipal bus operators are also advocating for a transfer. Funding for the Centinela Grade Separation could possibly come from the Measure M Sub-Regional Equity Program which would require Metro Board acceleration. SBCCOG staff is currently fielding project applications for both highway and potential transit projects. Metro staff will gather information on the amount of funding available over the next decade as well as approximate costs to complete projects currently underway. These figures will help determine how much funding is available to be transferred in addition to the magnitude of need.

Mayor Butts expressed his view that the reason to transfer is a regional issue. A transfer would allow flexibility for the sub-region in complying with Governor Newsom's executive order regarding a reduction in transportation greenhouse gas emissions by opening up funding sources for transit projects that could get drivers out of their cars and into transit. Mayor Butts urged the Committee to recommend a transfer upon receipt of all project applications and expressed his willingness to help make the transfer happen at the Metro Board level. Mayor Butts asked Metro Highway Department leaders to verify that there is funding available to transfer despite Metro Highway Department staff's assertion otherwise. They confirmed that there is funding available to transfer.

Chair Horvath noted that he agrees with Mayor Butts regarding the issue of flexibility. This item will be brought back again in November for discussion after the project application deadline.

VI. Caltrans SB 1 Presentation

Mr. Shih built upon the September SB 1 presentation and reviewed the I-105 and I-405 South Bay Curve projects. Caltrans is currently working with Metro on PSRs for auxiliary lanes along the I-405 South Bay Curve that could help alleviate some of the increasing congestion. The projects will likely be funded through a Measure R SBHP request but noted that Caltrans intends on applying for SB 1 Solutions for Congested Corridors funding in cycle 3. The I-105 project would increase the number of ExpressLanes along the freeway from 1 to 2 lanes.

For more detail, the full presentation is online at:

http://southbaycities.org/sites/default/files/transportation_committee/SB1_ProgressReportPresentationOct2019js%20v2.pdf

VII. Project Updates

a. South Bay Fiber Network

Ms. Bacharach reported that the Master Services Agreement is nearing final format and will be presented to the SBCCOG Board for approval in October. Metro determined they were unable to provide a loan (for cashflow purposes) to the SBCCOG. SBCCOG Board Member Franklin has facilitated an agreement with the City of Inglewood in which the City would provide the SBCCOG a low-interest loan. Upon execution of the Master Services Agreement, the project is able to proceed.

b. SBCCOG Local Travel Network

Ms. Bacharach announced that maps are being created to lay out potential routes for connecting slow speed vehicles on a safe network throughout the South Bay. The project will not necessarily entail dedicated lanes but may consist of signage. This project is being funded through a Caltrans sustainability grant. SBCCOG staff is applying for a Caltrans planning grant for a land use component to go along with the LTN project. This grant application proposes to study the feasibility of neighborhood centers such as those described in the SBCCOG's Sustainable SouthBay Strategy. SBCCOG staff will be meeting with each city to review the project and will likely form a committee to provide comments as the project progresses.

c. I-105 ExpressLane Development

Mr. Lantz reported that there was a recent public California Transportation Commission meeting held in Los Angeles during which he made comments on the I-105 ExpressLanes project. Mr. Lantz's comments were regarding consideration of expanded bonding to include arterial improvements to make the project more successful. Mr. Lantz explained that because of the need for bonding, there will likely be 20-30 years of debt service payments, which means no net revenues for local jurisdictions to do local improvements around the I-105. If the arterial improvements are bonded for during the initial project bonding, an integrated system could be developed.

Ms. Heit stated that she believes that it's a great idea and that the Gateway Cities COG will begin discussing it as it impacts their area.

d. Vermont Corridor Study

Annelle Albarran presented an updated on the Vermont Transit Corridor Study. Ms. Albarran explained that the Measure M project anticipates a Bus Rapid Transit (BRT) opening in FY28-30 with a potential conversion to rail after 2067. In February 2017, the Vermont BRT Technical Study was completed. In March 2017, the Metro Board directed staff to proceed with BRT as a near-term improvement with the caveat that an initial study of rail concepts be done to ensure that BRT doesn't preclude future rail conversion. In April 2019, the Vermont Transit Corridor Rail Conversion/Feasibility Study was completed with Board direction to advance the BRT and rail concepts into the environmental phase as well as including a feasibility study of extending the corridor to the South Bay PCH Silver Line station.

Ms. Albarran then reviewed the concepts including pros/cons of each. She subsequently reviewed next steps that include initiating procurement for environmental review of Vermont Project and South Bay Feasibility Study (Fall 2019); Begin Environmental review/public outreach (Spring 2020); and Begin work on Feasibility Study (Spring 2020). For more detail, the full presentation is available online: http://southbaycities.org/sites/default/files/transportation_committee/PRESENTATION_Vermont%20Transit%20Corridor.pdf

VIII. Three Month Look-Ahead

Chair Horvath announced that the November Transportation Committee meeting is being moved to November 14th at 10:30 am to allow SBCCOG and Metro staff time to compile the project requests and other relevant data as it pertains to the potential Measure R funds transfer.

IX. Announcements / Adjournment

Committee Chair Horvath adjourned the meeting at 11:44 a.m.

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November 5, 2019

TO: SBCCOG Transportation Committee
SBCCOG Board of Directors

FROM: Steve Lantz, SBCCOG Transportation Director

RE: SBCCOG Transportation Update Covering October 2019

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

EPA Signals A Shift On Fuel Economy

According to an October 31st Wall Street Journal article, the Environmental Protection Agency and U. S. Transportation Department are planning to require automakers to bolster fuel economy and pare tailpipe emissions by 1.5% annually after 2020, a reversal from its earlier proposal to freeze requirements through 2026.

The modest annual increase changes requirements proposed in August 2018 that would have capped mileage at a 37-mile-per-gallon fleetwide average after 2020, rather than increasing to roughly 50 mpg by 2025, as under current regulations set during the Obama administration.

At the urging of vehicle manufacturers, the Trump administration is focusing on finalizing the SAFE rule, which will deliver one national standard to the American auto market. A spokesman for the California Air Resources Board, said a federal rule that would reduce emissions 1.5% per year isn't enough for the state to meet its air quality and climate change goals.

Congress Eyes Increased Funds For Vision Zero Planning

The Vision Zero Act that was introduced the House of Representatives in mid-October proposes to provide cities billions of dollars in federal transportation funding for street safety as the number of pedestrians and cyclists killed by drivers reached its highest level since 1990.

Some 36,560 people died in traffic crashes last year, according to national highway safety data, with those in cities bearing the brunt of the carnage: Pedestrian fatalities have climbed 69 percent in urban areas since 2009, while cycling fatalities have jumped 48 percent.

The bill would revise the \$287 billion Surface Transportation Bill, which expires next September, in order to make localities with Vision Zero plans eligible for almost \$15 billion in funding from Surface Transportation Block Grants, the Congestion Mitigation and Air Quality Improvement program and the Highway Safety Improvement program.

The bill would add pedestrian and bicycle safety planning projects to current eligible uses, which include bridge and tunnel restoration, recreational trails, greenways, and pedestrian and bike infrastructure such as protected bike lanes. To be eligible, cities would need to show how

their Vision Zero Plans would eliminate pedestrian fatalities and injuries, educate the public about enforcement, invest equitably in low-income neighborhoods and communities of color, collaborate with local government bureaus, and develop ways to evaluate safety data to ensure success.

National Freight Report Highlights Growing Capacity and Road Condition Challenges

An October 3rd report by the national transportation research firm TRIP provides a rather bleak picture of the nation's ability to cope with the explosion of e-commerce. The report notes that the nation's freight system moves 17.7 billion tons of freight on an annual basis. Freight moved annually in the United States by commercial trucks could increase 91 percent in inflation-adjusted dollar value fueled by e-commerce which is expected to grow to \$706 billion annually by 2022.

The report raises concerns that roughly 68 percent of intermodal connectors – roads that provide the “last-mile” connection between freight facilities – are congested today and 56 percent of intermodal connectors have pavements in poor condition. In addition, the report cites a U.S. Department of Transportation forecast that by 2045 the miles of major U.S. highways that are congested during peak periods will quadruple from 19,200 miles to 78,500 miles.

TRIP's report recommends: increased investment in improvements to the nation's freight system capacity and safety; greater multijurisdictional cooperation to facilitate multi-modal freight transportation projects; development of vehicle autonomy and the further automation of warehousing; and providing a permanent, adequate, and reliable revenue fix for the federal Highway Trust Fund include dedicated funding of a 21st Century freight transportation system.

STATE

Governor Sends Mixed Messages on S. B. 1 and Climate Change Initiatives

S. B. 1, enacted in April 2017, allocated 65% for road and bridge repairs, 20% for rail and transit, and additional funding for better truck access around ports and the state active transportation program. A June 2018 Proposition 69 was approved with the assurance that revenue raised through S. B. 1 would be solely used for transportation purposes.

On September 26th, a few days before Gov. Gavin Newsom spoke at a Climate Week summit in New York, he issued an executive order that, among other things, directed the State Transportation Agency to reprogram more than \$5 billion in annual S. B. 1 discretionary spending earmarked for construction, operations and maintenance to “help reverse the trend of increased fuel consumption and reduce greenhouse gas emissions.” Instead of widening roads, the governor ordered the agency to reduce congestion through “innovative strategies designed to encourage people to shift from cars to other modes of transportation.” Newsom directed Caltrans to “fund transportation options that ... reduce greenhouse gas emissions, such as transit, walking, biking and other active modes.”

Two weeks later, the California Department of Transportation issued a biennial report updating its Interregional Transportation Improvement Program. In it, three S. B. 1 state road widening projects on SR 46 and SR 99 in San Luis Obispo, Madera and Tulare Counties were listed for funding deletion with the note that the projects weren't ready for implementation and could presumably be programmed when ready in subsequent annual S. B. 1 allotments.

The report noted \$32.5 million in deletions plus other road project savings totaling \$61.3 million were to be held in reserve for priority rail projects and other priorities aligned with Governor Newsom’s executive order. No accounting was provided to indicate whether the transfer of funding from street widening to climate action constituted a change in the percentages allocated in S. B. 1 or an annual cashflow use of the funding.

On October 12th, Governor Newsom vetoed S. B. 127 which would have required Caltrans, when undertaking a specified capital improvement project on a state highway or on a local street crossing a state highway that is funded through the State Highway Operation and Protection Program, to include new pedestrian and bicycle facilities, or improve existing facilities, as part of the project.

In his veto message, the Governor claimed he “fully” supports “improving facilities to increase walking, biking, and public transit” ... “where appropriate and feasible,” but he balked at the bill’s “prescriptive and costly approach despite the fact that the bill included a provision that includes an exemption process if a project is not cost effective or disproportionate to future need.

In response, the California State Transportation Agency (CTSA) issued a statement that investing in transportation infrastructure and meeting climate goals are not mutually exclusive. “That means directing available resources to projects that make the most progress toward our climate goals but not at the expense of safety, repairs and mobility relief.” CTSA ended its statement by committing to develop an implementation plan for the Governor’s executive order with the input and collaboration from transportation sector stakeholders, partners and the public.”

Uber, Lyft, And DoorDash Kick Off \$90 Million Fight Against Gig Worker Law

On October 30th, a group of drivers and couriers for Uber, Lyft, and DoorDash launched a new group called Protect App-Based Drivers and Services, aimed at passing a ballot initiative in California to counteract the effects of the state’s gig worker bill (AB 5) that was enacted on September 18th. The effort is being supported by the companies, which have vowed to spend \$90 million to get the measure passed in 2020.

A.B. 5 enshrines the so-called “ABC test” for determining whether someone is a contractor or employee. Unions championed the bill throughout the legislative process, and have been at the center of the fight over gig work in California. Legal experts agree the law will make it more difficult for gig economy companies like Uber, Lyft, and DoorDash to classify their drivers and couriers as independent contractors. The companies have argued that the law represents an existential threat to their business models and that drivers are not part of the companies’ core function.

The California ballot measure would ask voters to approve wages and benefits comparable to those of unionized employees while retaining the workers as independent contractors. Experts have said there is nothing in federal or state law that precludes Uber from offering its drivers the same flexibility as employees as they have now as contractors

REGION

LA City Looks To Improve Parking Of Dockless Scooters And Bikes

Six months into a pilot program to allow dockless scooters and bicycles to operate in Los Angeles City, the City Council plans to work with operators to address tipped-over scooters and bikes and to study the possibility of installing corrals.

The city is looking at using corrals, which are already being tested in the Venice area, as well as geo-fencing technology and signage or symbols that designate parking locations.

Transportation officials say they are also surveying operators about the latest technology being used to detect vehicles that are tipped over and need to be picked up or repositioned. Some operators such as Bird, Lime, Lyft and SherpaLA have sensor technology to detect tipping.

LA DOT is also monitoring safety issues including underage riders, people riding e-scooters illegally on sidewalks, and injuries from collisions. Out of the 1,053 citations issued to e-scooter riders since the start of the year, 85%, or 890, are for riding on sidewalks.

LA's Taxis Could Soon Work A Lot Like Uber

Taxis in Los Angeles could operate a lot more like Uber and Lyft, under new rules proposed by LADOT to the City Council's Transportation Committee on October 23rd. The proposal would place all of the city's taxis under a single, centralized dispatch system which would allow taxis to be requested by phone or with an app. And passengers would know the cost of their rides before getting into the car.

The overly-structured franchise rules for L.A. taxis compared to ride-hailing rules have been blamed for the 75 percent decline in taxi business in L. A. City since 2012. The proposed rules would also lift the cap on the number of taxis in the city and remove the requirement that they be certain colors. If ultimately approved by the city council, the new system would take effect before the end of 2020.

LAWA Struggles To Change Rules for Airport Pick-Ups

On Oct. 29th, L. A. World Airports (LAWA) introduced a new system for people exiting the airport called LAX-it, pronounced "LA Exit." In order to reduce congestion in the LAX terminal horseshoe while an automated people mover is being constructed, LAWA stopped curbside pickup by taxi and ride-hailing services in the central terminal area (CTA) and moved to the former Park One lot.

LAX-it shuttles fill up at staggered one or two terminals then take travelers to a new LAX-it lot where ride-share drivers and taxi drivers can take travelers out of the airport. Shuttles run every 3-5 minutes. Travelers can also walk to the LAX-it lot which is located just east of Terminal 1, at the corner of World Way and Sky Way. The LAX-it lot includes bathrooms, food trucks, and phone charging stations

The new system immediately required operational changes to reduce long delays being experienced by travelers. Passengers said the shuttles came in a timely manner, but there were long lines to board the shuttles and some were stuck in the shuttle for up to 40 minutes due to congestion on airport roadways and at the LAX-it lot.

By the end of a chaotic first week of operations, LAWA officials added shuttle vehicles, doubled the size and number of pick-up lanes in the LAX-it lot, installed directional

signage, changed roadway markings, provided additional training for taxi and other ride-hailing operators, and changed messaging on the electronic trip routing maps.

Although Uber and Lyft are working with LAWA, they expressed concern with the LAX-it lot waiting lines due to the size of the new LAX-it lot. Uber initially complained that there are only 37 Uber pick up spaces and the service typically picks up 500 riders per hour at LAX terminals with up to 1,000 riders during peak hours. The confusion resulted in cancelled trips and reluctance of ride-hail operators and taxis to serve the new lot.

Despite the initial confusion and delays, LAWA continues to declare the move a success. Switching to a central pickup point removed about 15 percent of all vehicle traffic from the CTA. LAWA reported traffic speeds through the CTA improved by 35% after the new changes were implemented. LAWA also reported the average shuttle wait time at terminals was two minutes, and the average time to the "LAX-it" lot on the shuttle was 11 minutes but acknowledged that peak trips were taking an unspecified longer time.

Additionally, another change at LAX has not been reported. Parking and Hotel Shuttles are now only available for drop off and pick up on the Departure level and there seem to be fewer stops for those vehicles. This change causes passengers leaving the airport from Baggage Claim to go up a level to get these shuttles.

Los Angeles City To Test "Plastic Asphalt"

Now that China has stopped accepting waste from California and lawmakers rejected a bill to phase out single-use plastic containers last September, L. A. City is getting more creative with its recycling solutions. In partnership with [Technisoil](#), owner of the patented product, the city will soon be testing a new paving material made largely out of recycled plastic. The city's Department of Street Services predicts the new material will reduce costs by 25 percent, may be seven times stronger than regular asphalt, and will require significantly less maintenance.

Plastic asphalt is made by converting shredded recycled plastic into an oil that replaces petroleum-based bitumen to become the binder in an otherwise traditional method of street pavement. Plastic roads may be more durable—up to seven times stronger than regular asphalt—and will require significantly less maintenance.

The first test site—at West First Street and North Grand Avenue, near the Frank Gehry-designed Walt Disney Hall—will receive the treatment before the end of the year. The first test will include analysis to ensure that there is no adverse environmental impact from the plastic leaching into the stormwater system.

Los Angeles is the first city in the U.S. to consider implementing this material on a wide scale, but the patented plastic road material has already been implemented in the U.K. and Australia.

Metro/Via Mobility On Demand Pilot Attracts Few Riders Despite High Subsidy

Six months into Metro and Via's year-long "Mobility on Demand" pilot shows that ride-hail continues to be an expensive way to provide mobility for very few riders. The program's \$3.4 million one-year budget is funded through a \$1.35 million Federal Transit Administration (FTA) demonstration grant and \$1.75 million in Metro subsidy. Via has contributed \$287,000 toward the contract cost.

Metro's transit-on-demand pilot launched in January 2019. The pilot is testing whether an on-demand, shared ride that can be requested by smartphone or through a call center, that offers language translation services, and can accommodate customers in wheelchairs, can improve mobility for vulnerable populations.

Metro contracts with Via to provide ride-hail (more or less like Lyft and Uber, but at a fixed-price) for first/last mile connections to/from several Metro rail/BRT stations. The pilot program currently operates from 6 a.m. to 8 p.m. weekdays in three service areas:

- Blue Line Artesia, Compton, and Willowbrook Stations, Green Line Avalon, Willowbrook, and Long Beach Boulevard Stations
- Red/Orange Line North Hollywood Station
- Silver Line El Monte Station

Ridership has been steadily rising throughout the first six months to a high of nearly 1,700 per week partly due to the fact that Metro is now giving away free rides. The pilot's second quarter report also showed rides per driver hour climbed from 1.12 to 1.8, failing to meet the pilot's goal of 2.5 rides per driver hour.

Under this pilot Metro's cost-per-ride during the first six months has been more than \$20 with the subsidy in the most recent month lowered to under \$15 per ride. The fixed pricing was initially announced at \$1.75 for TAP card holders, \$3.75 for non-TAP riders, and free for enrolled low-income riders. Metro's report states that rides have been free for the second quarter of service and will continue to be free until further notice.

For comparison, Metro's low-performing Bus Line 201, which runs hourly from Koreatown to Glendale, attracted 983 daily bus riders at a \$1.75 fare, approximately three times the number of trips as on the free Mobility on Demand service which has a 7 to 9-minute frequency.

Despite having a dedicated wheelchair accessible vehicle (WAV) positioned at each of the three rail stations, in the first quarter of service, Via received zero requests for wheelchair accessible vehicle rides. Metro and Via took steps to ensure that this feature was widely promoted including creating marketing materials and targeted community outreach. After this targeted outreach, utilization of the WAV vehicles increased from zero to approximately 10 rides per week.

TRENDS

Robotaxis May Be Coming To A Street Near You Within A Year

Pledges to launch robotaxi networks have been an intriguing part of the battle to be first to roll out AVs on public streets, as companies of various sizes and statures look to make their mark on the new mobility landscape.

Tesla and Zoox have announced plans to introduce a fleet of robotaxis on public streets in 2020. Google-backed Waymo, which is operating autonomous vehicles in Phoenix, is promising they will be "fully driverless" without a safety driver. While Via's partnership with Hyundai and Pony.ai in Irvine is also breaking new autonomy ground among auto makers. Companies including Ford and BMW-owned MINI are moving beyond making single-occupancy cars and instead looking at ways to support new mobility.

South Bay Cities Council of Governments

Attachment D

November 14, 2019

To: SBCCOG Transportation Committee – November 14, 2019 Meeting
SBCCOG Board of Directors –November 21, 2019 Meeting

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

Subject: Evaluation of Applications Submitted for Measure M & R Call for Projects & Sub-Fund Transfer Option

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

Measure R Decennial Sub-Fund Transfer

Funding in the Measure R Ordinance is assigned to specific line items on an Appendix A Expenditure Plan. The Expenditure Plan assigns funding specific to each line item from two Measure R sub-funds, one for highway capital projects and programs and the other for transit capital projects and programs. The Measure R South Bay Highway Program (SBHP) is assigned to the Measure R Highway Sub-Fund.

Measure R SBHP funds have always been limited by Metro and SBCCOG policy to highway and arterial projects that reduce vehicle delay and are located within a mile of a state highway or freeway. Because of the Measure R highway sub-fund limitation, South Bay transit capital projects have been deemed ineligible to date.

A Decennial Highway/Transit Sub-Fund Transfer provision in the Measure R Ordinance provides an opportunity to use SBHP funding for high-priority transit projects in addition to high priority highway projects in the South Bay.

An explicit policy and process in the Measure R ordinance permits, but does not require, a once-a-decade transfer of funds between the Measure R Highway and Measure R Transit Sub-funds no sooner than January 2020. The Metro Board must approve all Measure R Expenditure Plan funding assignment transfers between the Measure R highway and transit sub-funds throughout L. A. County in a single action. It appears that the South Bay is the only sub-region in which a transfer would be sought. A 2/3 affirmative vote of the Metro Board is required to transfer the Measure R funds between the Highway and Transit sub-funds. The Measure R Ordinance is silent on the role of the sub-regional councils of governments in the Sub-Fund transfer process

but throughout the Measure R SBHP, the SBCCOG has developed recommendations to Metro on the use of these funds.

Although transferring Measure R SBHP funds from the highway sub-fund to the transit sub-fund would reduce available SBHP highway funding by the amount of the transfer, the passage of Measure M significantly increased and extended the availability of sub-regional highway funding in the South Bay.

SBHP Funding Available For A Decennial Sub-Fund Transfer

Over the next decade, the SBCCOG staff estimates that there is approximately \$560 million in uncommitted Measure R South Bay Highway Program (SBHP) funding. All of the available funding in this program would be restricted for highway capital projects unless a sub-fund transfer is approved as described above. It also should be noted that the cost to complete active SBHP projects is approximately \$127 million. If Metro chose to complete all projects, the net available for new SBHP-funded projects by 2029 would be \$433 million.

In addition, there is approximately \$358 million in three uncommitted Measure M Multi-Year Sub-Regional Programs (MSPs). All of the available funding is currently restricted for highway capital projects. Measure M also includes a decennial highway/transit sub-fund transfer provision beginning no sooner than January 2028.

The Metro Board also has committed \$130 million in Measure M or other funding sources to the South Bay Measure M South Bay Sub-Regional Equity Program (SREP). Metro initially programmed the SREP after 2043, after Measure R expires and Measure M rises from a half-cent to one cent. However, the Metro Board has already approved funding from the SREP for current projects in the San Fernando Valley and San Gabriel Valley. Following this precedent, some or all of the \$130 million allocated to the South Bay could be made available before 2029 at the discretion of the Metro Board. SREP funding can be used for highway or transit capital projects.

In addition to completing current SBHP projects, the SBCCOG Board has discussed the potential to use sub-regional funding sources to provide the 3% local match that Metro requires to be committed once the Green Line Extension from El Segundo to Torrance reaches 30% design. The contribution amount will not be known until the scope of the project is determined following completion of the environmental clearance process, selection of a locally-preferred alternative and completion of 30% final design. However, SBCCOG staff estimates this commitment could range from \$40-60 million.

Beyond these two commitments, the SBCCOG issued a call for highway and transit projects to be considered in the SBCCOG's FY 2020-21 Metro Budget Request. SBCCOG received 48 applications totaling \$1.3 billion, of which 34 are traditional highway project applications valued at \$972.6 million. There were also 14 transit project applications valued at \$410.2 million that would need a Measure R SBHP transfer from the highway to the transit sub-fund.

RECOMMENDATION

Review the projects submitted for both Measure R and M, the cost to complete current projects and the opportunity to transfer funds this one time only. A thorough conversation should take place as decisions related to these projects will affect the funding availability for the next 10 years.

Further, SBCCOG Staff recommends SBCCOG Board support the City of Inglewood's application requesting Metro to use up to \$130 million in South Bay Sub-Regional Equity Funds for the Centinela Grade Separation project.

Exhibit 1 – Summary of Available R/M South Bay Sub-Regional Revenues vs Applications

Exhibit 2 – FY 2020-21 Metro Budget Request New Project Applications List

c.c.: SBCCOG Infrastructure Working Group –November 13, 2019 Meeting
SBCCOG Transit Operators Working Group - November 19, 2019 Meeting

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South Bay Highway Programs Revenues vs Project Requests

Revenues

Measure R Uncommitted Revenues Through 2029: \$560 million

Measure M Uncommitted Revenues in 3 MSPs through 2029 \$358 million

Total Funds Available \$918 million

Possible Commitments

Cost to Complete active SBHP projects: (\$127 million)

Green Line South 3% Local Match (\$ 50 million)

Total Possible Commitments (\$177 million)

Net M/R Sub-Regional Funds available through 2029 \$741 million

Total Highway and Transit Applications received as of 10/31/19 \$1.3 billion

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Attachment D, Exhibit 2: Fy 2020/2029 Measure R Commitments & Fund Transfer Project Applications

Metro FA Project ID	Lead Agency/ Description	Project Type (Hwy/Transit)	New Funding Requested Through 2029			
			MR SBHP	MM HOIP	MM TSMIP	MM SREP
New Project Requests						
1	Beach Cities Transit Operations and Maintenance Facility	T	\$33,433,950			
2	Beach Cities Transit* CNG Bus Replacement (nine vehicles)	T	\$5,611,895			
3	Beach Cities Transit* Zero Emission Bus Conversion (eight vehicles)	T	\$11,000,000			
4	Carson Circuit Regional Transit Center	T	\$2,745,000			
5	Gardena Transit Solar Charging Fueling System Expansion	T	\$2,000,000			
6	Gardena Transit* Bus Replacement (CNG/EV - 15 vehicles)	T	\$12,375,000			
7	Gardena Transit Service Expansion Bus Purchase (CNG/EV - 30 vehicles)	T	\$24,750,000			
8	Inglewood Transit Centinela Grade Separation	T				\$130,000,000
9	Inglewood Transit Transit Connector Project	T	\$250,000,000			
10	Torrance Transit Expansion Buses (20 CNG/4 EV)	T	\$20,000,000			
11	Torrance Transit Return of the Red Car Urban Circulator Trolley	T	\$4,500,000			
12	Torrance Transit Regional Transit Center Parking Structure	T	\$40,000,000			
13	Torrance Transit MicroTransit Expansion	T	\$240,000			
14	Torrance Transit Construction of Heavy-Duty Electric Vehicle Charging Station	T	\$3,500,000			
Totals:			\$410,155,845			\$130,000,000
1	Caltrans/Metro I-110 Improvements at PCH off-ramp (EA34810)	H	\$43,000,000			
2	Caltrans/Metro Auxiliary lanes on Route 405 from Artesia Boulevard to El Segundo Boulevard. (EA 35310)	H	\$145,800,000			
3	Caltrans/Metro I-405 from El Segundo Blvd. to Imperial Highway – northbound Aux Lanes and Ramp Widening (EA 36570)	H	\$154,200,000			
4	Caltrans/Metro I-405 Improvements from Main Street to Western Avenue	H	\$200,000,000			
5	Caltrans/Metro I-405 from I-110/Main Street to Wilmington Avenue – Aux Lanes (EA 35940)	H	\$145,800,000			
6	Caltrans/Metro Pacific Coast Highway (PCH) Improvements (EA 32580) (Local Projects)	H	\$8,400,000			
7	Metro/Caltrans I-405 Improvements from Western to Crenshaw	H	\$60,000,000			
8	Metro/Caltrans I-105 Integrated Corridor Management	H	\$23,309,750			
9	Carson ITS-fiber, cameras, hardware, and communication devices	H		\$700,000		
10	Carson Avalon Blvd TSSP	H		\$1,530,000		
11	Carson Sepulveda Blvd. Widening	H	\$7,360,000			
12	El Segundo Park Place Gap Closure (Design/ROW support)	H	\$5,000,000			
13	El Segundo Park Place Gap Closure (ROW/Construction)	H	\$120,000,000			
14	Gardena Redondo Beach Blvd. Operational Improvements	H	\$5,567,000			
15	Hawthorne Crenshaw Blvd Mobility Project	H			\$9,000,000	
16	Hawthorne Rosecrans Ave Mobility Project Phase II	H			\$4,500,000	
17	Hermosa Beach Pacific Coast Highway Mobility and Accessibility Project	H		\$11,400,000		
18	Inglewood Changeable Message Signs and CCTV	H		\$7,000,000		
19	Inglewood Connected Vehicles	H		\$10,000,000		
20	Inglewood Downtown ITS	H		\$11,100,000		
21	Inglewood First/Last Mile	H			\$6,500,000	
22	Inglewood* I-405 Overpass project	H	\$21,000,000			
23	Inglewood Manchester Blvd Improvement Project	H			\$17,000,000	
24	Inglewood Prairie Avenue Improvement Project	H			\$9,000,000	
25	Inglewood TMC Expansion	H		\$4,000,000		
26	LA County DPW Westmont/West Athens Pedestrian Plan Phase II	H			\$1,165,000	
27	Palos Verdes Estates PV Drive West Corridor Expansion	H		\$676,500		
28	Port of Los Angeles SR-47/ Vincent Thomas Bridge / Front Street/Harbor Blvd reconfiguration	H	\$25,170,760			
29	Rancho Palos Verdes Western Avenue Improvements Project	H	\$3,300,000			
30	Redondo Beach Pacific Coast Highway (PCH) Improvements at Palos Verdes Boulevard	H	\$4,700,000			
31	Redondo Beach North Redondo Beach Bikeway (NRBB) Extension – Felton Lane to Inglewood Avenue - Construction	H			\$1,000,000	
32	Redondo Beach North Redondo Beach Bikeway (NRBB) Extension – Inglewood Avenue - Design	H			\$200,000	
33	Redondo Beach Traffic Signal Communications and Network System	H		\$2,000,000		
34	SBCCOG South Bay Fiber Network	H		\$2,500,000		
Totals:			\$972,607,510	\$50,906,500	\$48,365,000	

* indicates potentially ineligible project

Requests:	
Total Measure R Transit	\$410,155,845
Total Measure R Hwy	\$972,607,510
Total Measure M Hwy	\$50,906,500
Total Measure M TSMI	\$48,365,000
Total Measure M SREP	\$130,000,000
Total Requests	\$1,612,034,855

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South Bay Measure R / Measure M Highway Programs

November 2019	December 2019	January 2020
<p>4. SBCCOG Steering Committee</p> <p>13. IWG Agency-Staff-Only Meeting</p> <ul style="list-style-type: none"> • SBHP Project APE Report • Evaluation of Applications Submitted for Measure M & R Call for Projects • Spotlight: Caltrans I-405, PCH projects update <p>14. SBCCOG Transportation Committee</p> <ul style="list-style-type: none"> • Evaluation of Applications Submitted for Measure M & R Call for Projects • SBHP Project APE Report • South Bay Measure M MSP Development Program Update <p>19. Transit Operators Working Group</p> <ul style="list-style-type: none"> • Evaluation of Applications Submitted for Measure M & R Call for Projects <p>21. SBCCOG Board Meeting</p> <ul style="list-style-type: none"> • Evaluation of Applications Submitted for Measure M & R Call for Projects <p>NOTE: Combined November / December meeting will be held on on December 5, 2019</p>	<p>11. IWG Open to the Public Meeting</p> <ul style="list-style-type: none"> • SBHP Project APE Report • FY 2020-21 Metro Budget Request project review • Spotlight: TBD <p>12. Transit Operators Working Group (tentative)</p> <ul style="list-style-type: none"> • FY 2020-21 Metro Budget Request project list recommendation <p>14. SBCCOG Transportation Committee</p> <ul style="list-style-type: none"> • SBHP Project APE Report • South Bay Measure M MSP Development Program Update??? • FY 2020-21 Metro Budget Request project list recommendation <p>14. SBCCOG Steering Committee</p> <p>5. Metro Board meeting</p> <p>NOTE: No SBCCOG Board Meeting in December</p>	<p>15. IWG Open to the Public Meeting</p> <ul style="list-style-type: none"> • FY 2020-21 Metro Budget Request Recommendation • SBHP Project APE Report • Spotlight: TBD <p>13. SBCCOG Transportation Committee</p> <ul style="list-style-type: none"> • SBHP Project APE Report • FY 2020-21 Metro Budget Request Recommendation • South Bay Measure M MSP Development Program Update <p>13. SBCCOG Steering Committee</p> <p>16. Transit Operators Working Group</p> <ul style="list-style-type: none"> • FY 2020-21 Metro Budget Request Recommendation <p>23. Metro Board meeting</p> <p>23. SBCCOG Board Meeting</p> <ul style="list-style-type: none"> • FY 2020-21 Metro Budget Request Approval

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