

# **South Bay Cities Council of Governments**

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

## **AGENDA**

**Monday, May 14, 2018**  
**10:30 a.m. – 11:45 a.m.**

- 10:30 a.m. Welcome / Self-Introductions**
- 10:35 a.m. Consent Calendar – Receive and file**
- a. January 8, 2018 Transportation Committee Minutes (Attachment A)**
  - b. February 12, 2018 Transportation Committee Notes (Attachment B)**
  - c. April 9, 2018 Transportation Committee Minutes (Attachment C)**
  - d. May 2018 Transportation Update (Attachment D)**
    - Note: Documents in comment period: Next Gen Study & Metro Vision 2028**
- 10:37 a. m. SBCCOG Transportation Working Group Updates**
- a. Transit Operators Working Group Update**
  - b. Infrastructure Working Group Update**
- 10:50 a. m. Metro Policy Advisory Council Update**
- 11:00 a. m. Measure M Multi-Year Subregional Programs Development Update**
- a. SBCCOG / Metro MSP funding agreements Update**
  - b. South Bay MSPs Task Force Update**
- 11:15 a. m. Measure R South Bay Highway Program Annual Performance Evaluation Report (Attachment E, to be distributed at meeting)**
- a. Local jurisdiction-led projects**
  - b. Caltrans-led projects**
  - c. Program update – Isidro Panuco, Metro**
- 11:20 a. m. Metro Green Line / Crenshaw LAX Line Operating Plan Update**
- 11:30 a. m. I-105 ExpressLane Study Update**
- 11:35 a. m. Three Month Look Ahead (Attachment F)**
- 11:40 a. m. Announcements**
- 11:45 a. m. Adjournment**

*Next Transportation Committee meeting – June 11, 2018, 10:30 a.m.*  
*To include an item in the agenda, e-mail to: [lantzsh10@gmail.com](mailto:lantzsh10@gmail.com) by June 1, 2018.*

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South Bay Cities Council of Governments

Transportation Committee  
January 8, 2018  
Minutes

COMMITTEE VICE CHAIR WEIDEMAN CALLED THE MEETING TO ORDER AT 10:32 AM

**I. Welcome / Self-Introductions**

**In attendance were the following voting SBCCOG Board Members:**

Christian Horvath, Chair (Redondo Beach)	Olivia Valentine (Hawthorne)
Kurt Weideman, Vice Chair (Torrance)	Hany Fangary (Hermosa Beach)
Suzanne Fuentes (El Segundo)	Jim Butts (Inglewood)

**Non-Voting Representatives**

Donald Szerlip, Metro South Bay Sector Council  
Stephanie Katsouleas, IWG (Manhattan Beach)  
James Lee, Transit Operators (Torrance Transit)

**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)
Michael Ervin (Supervisor Hahn's Office)	Mark Dierking (Metro)
Orlando Rodriguez (El Segundo)	Isaiah Ford (TRG)
Frank Senteno (Lawndale)	Glenda Silva (LAWA)
Craig Bilezerian (Torrance)	Natasha DeBenon (Ghirardelli Assoc.)
Godfrey Offoegbu (Torrance Transit)	Vic Nol (SCE)
David Mieger (Metro)	Chris Buscarino (WSP)
Meghna Khanna (Metro)	David Grethen (Hermosa Bch. Public Works Commission)
Frank Ching (Metro)	

**II. Consent Calendar - Approved Weideman/Butts**

- A. Minutes of December 11, 2017 meeting
- B. January 2018 Transportation Update – received and filed.

**MOTION** by Committee Member Butts, seconded by Committee Vice Chair Weideman, to **APPROVE** the Consent Calendar. Approved without objection.

**III. SBCCOG Transportation Working Group Updates**

- A. **Transit Operators Working Group Update** – James Lee noted that there has been good discussion at the last several Transit Operators Working Group meetings.
- B. **Infrastructure Working Group Update** – No report given.

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

Mr. Lantz reviewed the APE report with the Committee. Mr. Lantz clarified for Committee Members that even though a project milestone may be late today, there is still time to catch up by the end of the fiscal year on June 30. The report is available online at:

**V. Measure R South Bay Highway Program FY 2018-19 Metro Budget Request**

Mr. Lantz explained the difference between the one-year budget request (Exhibit A) that will get submitted to Metro and the five-year outlook (Exhibit B) that simply gives a projection of what current commitments will encumber during future year budget requests. Mr. Lantz noted that the SBCCOG administrative costs are significantly lower this year than in previous years because no consultants are intended to be used in the upcoming fiscal year. Previously, consultants were hired to assist with the Metro Budget Request preparation and other related meetings. This year, the Metro Budget Request was updated only using SBCCOG staff resources.

Committee Vice Chair Weideman asked Mr. Lantz why the annual totals in Exhibit B decline over the five-year outlook. Mr. Lantz explained that the projection includes projects that started four or five years ago are in the construction phase now, which tends to be the costliest phase, and will be completing construction over the next few years.

**MOTION** by Committee Vice Chair Weideman, seconded by Committee Member Valentine, to recommend Board of Director approval of the FY208-19 Metro Budget Request. Motion approved without objection.

Exhibit A can be viewed online at:

[http://www.southbaycities.org/sites/default/files/transportation\\_committee/HANDOUT\\_Attachment%20C%20Exhibit%20A%20-%20FY%2018-19%20MBR.pdf](http://www.southbaycities.org/sites/default/files/transportation_committee/HANDOUT_Attachment%20C%20Exhibit%20A%20-%20FY%2018-19%20MBR.pdf)

Exhibit B can be viewed online at:

[http://www.southbaycities.org/sites/default/files/transportation\\_committee/HANDOUT\\_Attachment%20C%20Exhibit%20B%20-%20FY%2019-23%20MBR.pdf](http://www.southbaycities.org/sites/default/files/transportation_committee/HANDOUT_Attachment%20C%20Exhibit%20B%20-%20FY%2019-23%20MBR.pdf)

**VI. Caltrans South Bay Projects Update**

Isidro Panuco reported that the I-405/Crenshaw Blvd project is currently in design and that monthly PDT meetings are being held. The I-110 auxiliary lane project is expected to begin construction by April. The I-110 ITS project is wrapping up. The PCH and arterials ITS project is currently in construction. Mr. Panuco will give a brief presentation on the I-110 auxiliary lane at the next Transportation Committee meeting.

**VII. Measure M Guidelines Development and Metro Policy Advisory Council Updates**

**A. Draft Measure M MSP Administrative Procedures**

Mr. Lantz reported that the administrative guidelines are expected to be released sometime in January which will allow the SBCCOG to sign a funding agreement with Metro to assist the lead agencies to develop a five-year list of projects for each of the four multi-year subregional projects (MSPs). There will be different project eligibility criteria for each of the programs. The South Bay project selection criteria and performance evaluation guidelines must be developed after Metro's administrative guidelines are finalized. The first step would be to create the project selection criteria. Ms. Bacharach noted that the selection criteria will only be developed for the programs that are known about, meaning all except for the Sub-Regional Equity Program. A MSP training session will be held during the March IWG meeting and an elected official briefing will be held immediately before the March 22<sup>nd</sup> Board of Directors meeting

Mr. Lantz added that the .5% administrative money that the SBCCOG will receive is intended to help develop the program as well as develop projects over the next five years, which means that PSRs could be partially funded using this money. However, this will reduce the amount of funding available to administer the programs, so the Board will need to approve a multi-year funding program that will be incorporated into the Metro / SBCCOG funding agreement.

**B. SBCCOG Multi-Year Sub-Regional Programs (SB MSP) Implementation Plan Outline**

Mr. Lantz asked that any action on this item be deferred at this point. Mr. Lantz explained that he felt it was premature to spend staff time on this item until the Metro Administrative Guidelines are finalized.

**MOTION** by Committee Member Valentine, seconded by Committee Vice Chair Weideman to defer action on this item to a future date. No objection. So ordered.

**VIII. Paid Parking Policy at Metro Rail Stations**

Frank Ching (Metro) presented on the Metro Parking Management Program, noting that the goal is to develop a program that ensures parking resources are available for transit patrons, to reduce increased commute time due to searching for a parking spot at transit stations, and to ensure that the new policy does not adversely affect ridership at the stations.

Paid parking will be instituted in all lots that are over 70% utilized on weekdays and in lots at adjacent stations to prevent deflection of overflows from the paid lots to other nearby lots. Metro will consider developing additional parking spaces if a paid lot continues to be more than 90% occupied on weekdays after the paid parking management program is implemented.

Parking will be paid via TAP card and inspected via a license plate photograph technology. License plate numbers will be tied to the patron's TAP card. Mr. Ching also noted that this policy has been in the works for approximately three years.

Committee Member Fuentes expressed her concerns with this policy because of its potential spillover impact on El Segundo neighborhoods. She explained that there is already significant overflow due to passengers arriving at LAX and parking for free in the neighborhoods surrounding the airport. Mr. Ching noted that it is possible to work on an enforcement plan with the City, including the option of the City giving Metro authority to do parking enforcement in the neighborhoods.

For more detail, Mr. Ching's presentation is available online at:

[http://www.southbaycities.org/sites/default/files/transportation\\_committee/PRESENTATION\\_Parking%20Management%20Program.pdf](http://www.southbaycities.org/sites/default/files/transportation_committee/PRESENTATION_Parking%20Management%20Program.pdf)

**IX. Green Line South Study Updates**

David Mieger and Meghna Khanna presented an update on the Green Line South alternatives analysis. This is Metro's second round of outreach, building upon outreach done in Fall 2017. There are currently 4 route alignments being studied based on discussions with the residents in the cities of Lawndale, Redondo Beach, and Torrance. Ms. Khanna reviewed the route alignments and explained the cost differences associated with each, but noted that overall ridership would be approximately the same no matter which alignment is ultimately selected.

For more detail, the presentation can be viewed online at:

[http://www.southbaycities.org/sites/default/files/transportation\\_committee/PRESENTATION\\_SB%20Light%20Rail%20Extension.pdf](http://www.southbaycities.org/sites/default/files/transportation_committee/PRESENTATION_SB%20Light%20Rail%20Extension.pdf)

**X. Metro Green Line / Crenshaw LAX Line Operating Plan Update**

Committee Member Fangary expressed his frustration that it feels like Metro is giving the Committee the

runaround by not providing an update. Mr. Lantz explained that Metro Operations staff feels it is premature to discuss the issue since staff has yet to develop the operating plans. The committee asked for the item to be placed on each future Transportation Committee agenda until Metro presents its plan to the Committee.

**XI. Metro ExpressLanes Surplus Revenue Allocation Update**

Ms. Bacharach reported that a meeting is scheduled for this Friday with Mayor Butts, Supervisor Hahn, John Fasana and representatives from the relevant COGs to discuss the issue. An update will be provided at the next meeting.

**XII. Announcements / Adjournment - The Next Transportation Committee is scheduled February 12, 2018 at 10:30 a. m.**

**MOTION** by Committee Vice Chair Weideman, seconded by Committee Member Fuentes, to **ADJOURN** the January 8<sup>th</sup> meeting of the Transportation Committee. Approved without objection.

Committee Chair Horvath adjourned the meeting at 11:45 a. m..

South Bay Cities Council of Governments

Transportation Committee

February 12, 2018

Notes – No Quorum

**COMMITTEE VICE CHAIR WEIDEMAN NOTED THAT THERE WAS NO QUORUM BUT BEGAN INFORMATIONAL REPORTS AT 10:30 AM**

**I. Welcome / Self-Introductions**

**In attendance were the following voting SBCCOG Board Members:**

Christian Horvath, Chair (Redondo Beach) (late arrival)  
Kurt Weideman, Vice Chair (Torrance)  
Olivia Valentine (Hawthorne)

**Non-Voting Representatives**

Stephanie Katsouleas, IWG (Manhattan Beach)

**Also in attendance were the following persons:**

David Leger (SBCCOG)	Leslie Scott (Beach Cities Transit)
Jacki Bacharach (SBCCOG)	Philbert Wong (Metro)
Steve Lantz (SBCCOG)	Ayda Safaei (Metro)
Michael Ervin (Supervisor Hahn's Office)	Mike Bohlke (Metro)
Maria Slaughter (Carson)	Isidro Panuco (Metro)
Orlando Rodriguez (El Segundo)	Mark Dierking (Metro)
Frank Senteno (Lawndale)	Linda Hunter (Rincon Consultants)
Peter Puglese (Inglewood)	Chris Hansen (Rincon Consultants)

**II. Consent Calendar**

**A. Minutes of January 8, 2018 meeting**

**B. February 2018 Transportation Update**

No action was taken on the Consent Calendar due to the lack of a quorum.

**III. SBCCOG Transportation Working Group Updates**

**A. Transit Operators Working Group Update – No report given.**

**B. Infrastructure Working Group Update – No report given.**

Jacki Bacharach noted that there was a meeting between Public Works staff and utility company staff to discuss the differing trenching policies in each of the cities. Utility company staff are hoping to establish a uniform policy. Local jurisdictions agreed to develop a draft policy to share with the utilities. There will be further discussions on this topic with the local jurisdictions.

**IV. Caltrans South Bay Projects Update**

Isidro Panuco reported that there will be a meeting on Wednesday, February 14<sup>th</sup> to review the Caltrans ITS project in the South Bay (PCH and major arterials). Mr. Panuco also reported that the I-110 auxiliary lane project will be going into construction within a few months and that the I-405/Crenshaw Blvd project will be at the 60% design stage by November 2018.

## **V. Caltrans I-110 Auxiliary Lane Update**

Isidro Panuco presented an update on the Caltrans I-110 auxiliary lane project which is funded by the Measure R South Bay Highway Program. Mr. Panuco noted that the PAED phase (project approval/environmental document) was funded by the Measure R SBHP for approximately \$1 million. Caltrans funded the design and construction phases using state funds. The construction phase is expected to cost about \$35-40 million and should be completed by 2020. The full presentation can be viewed online at:

[http://www.southbaycities.org/sites/default/files/transportation\\_committee/PRESENTATION\\_I-405%20I-110%20Improvements.pdf](http://www.southbaycities.org/sites/default/files/transportation_committee/PRESENTATION_I-405%20I-110%20Improvements.pdf)

## **VI. Measure M Guidelines Development and Metro Policy Advisory Council Updates**

### **A. Metro Measure M Administrative Guidelines Update**

Ms. Bacharach reported that the Administrative Guidelines are now signed. The next step is to review the draft funding agreement required to receive funding to create and administer the initial 5-year plan of projects in the sub-regional programs. Each of the four South Bay sub-regional programs will require its own funding agreement.

Mr. Lantz added that the SBCCOG must now develop the project selection criteria and performance measures, and must do so in consultation with all potential grantees as well as community based organizations that may partner with a grantee. The project selection criteria must be chosen from the performance measure themes which include: mobility, sustainability/quality of life, safety, economic development, and accessibility.

Several Committee Members asked who will be developing these criteria and when they will be approved. Mr. Lantz explained that there will be a workshop during the March Infrastructure Working Group meeting, as well as a workshop prior to March Board of Directors meeting. During these meetings, the topic will be discussed and reported upon. The Board of Directors will approve the project selection criteria at an upcoming meeting.

### **B. SBCCOG Multi-Year Sub-Regional Programs (SB MSP) Public Participation Plan**

Mr. Lantz reviewed the proposed Public Participation Plan, explaining that there are opportunities for public participation at many parts of the process.

No action was taken on the recommendation due to the lack of a quorum.

Ms. Bacharach and Mr. Lantz then reviewed a new Metro “Equity” platform that will serve as a framework and possible future policy for L. A. Metro investments. In summary, the framework suggests that when making policy decisions and financial investments, Metro should use “access to opportunity” as a core element of the decision-making process. This would ask Metro to think about how investments create access in areas that don’t currently have such access. Metro will have community meetings and collaborative discussions to help further define the framework. Mr. Lantz stated that it would be important to not only create access for underserved communities, but also create opportunities for access. Mr. Panuco added that to his understanding, this framework will be used first to guide the Long-Range Transportation Plan update.

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

Mr. Lantz reviewed the APE report with the Committee. The report is available online at:  
[http://www.southbaycities.org/sites/default/files/transportation\\_committee/HANDOUT\\_January%202018%20APE%20Report.pdf](http://www.southbaycities.org/sites/default/files/transportation_committee/HANDOUT_January%202018%20APE%20Report.pdf)

**VIII. Metro ExpressLanes Surplus Revenue Allocation Update**

Ms. Bacharach explained that there was a meeting between Metro Board Members Butts, Hahn, and Fasana and representatives of several COGs that included SBCCOG staff. Metro staff had proposed borrowing funds being generated by existing ExpressLanes to develop new ExpressLanes. Ms. Bacharach reported that the I-10 was historically a busway and not a carpool lane so the communities served by the I-10 are less concerned about the potential loss of carpool lanes than the South Bay would be. However, there was consensus that surplus revenue generated from an ExpressLane should be invested in that ExpressLanes catchment area to ensure the lanes are functioning properly and to fund adjacent mobility projects prior to expanding the network throughout other parts of the county with the revenue generated. Another meeting is in the process of being scheduled.

**IX. Metro I-105 ExpressLanes Update**

Philbert Wong, Project Manager at Metro, gave a brief update on the I-105 ExpressLanes project. Mr. Wong explained that the project is currently in the PAED phase to study the possible implementation along the proposed I-105 from the I-605 west to the I-405. There will also be a series of public scoping meetings to discuss the alternative design options. The full update can be viewed online at:

[http://www.southbaycities.org/sites/default/files/transportation\\_committee/HANDOUT\\_I-105%20ExpressLanes%20Project%20update.pdf](http://www.southbaycities.org/sites/default/files/transportation_committee/HANDOUT_I-105%20ExpressLanes%20Project%20update.pdf)

**X. Metro Green Line / Crenshaw LAX Line Operating Plan Update**

No update was provided.

Committee Vice-Chair Weideman reported that there was a meeting between Supervisor Hahn and representatives from the cities of Lawndale, Redondo Beach, and Torrance to review the Green Line extension and for the cities to express any concerns they may have.

**XI. Announcements / Adjournment - The Next Transportation Committee is scheduled March 12, 2018 at 10:30 a. m.**

Leslie Scott announced that there was a community meeting on the Beach Cities Health District's Living Streets study for Aviation Blvd. There will be another meeting on April 23<sup>rd</sup> from 6:00-7:30pm at the Hermosa Beach City Council Chambers. This meeting will focus on the design recommendations for the project.

Committee Chair Horvath ended the discussion at 11:44 am.

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Transportation Committee  
April 9, 2018  
Meeting Notes – No Quorum

COMMITTEE CHAIR HORVATH NOTED THAT THERE WAS NO QUORUM BUT BEGAN INFORMATIONAL REPORTS AT 10:37 AM

**I. Welcome / Self-Introductions**

**In attendance were the following voting SBCCOG Board Members:**

Christian Horvath, Chair (Redondo Beach)  
Kurt Weideman, Vice Chair (Torrance)  
Olivia Valentine (Hawthorne)

**Non-Voting Representatives**

Stephanie Katsouleas, IWG (Manhattan Beach)  
James Lee, Transit Operators (Torrance Transit)  
Don Szerlip, Metro South Bay Service Council

**Also in attendance were the following persons:**

David Leger (SBCCOG)	Ted Semaan (Redondo Beach)
Jacki Bacharach (SBCCOG)	Orlando Rodriguez (El Segundo)
Steve Lantz (SBCCOG)	Leslie Scott (Beach Cities Transit)
Michael Ervin (Supervisor Hahn's Office)	Mike Bohlke (Metro)
Rob Beste (Torrance)	Isidro Panuco (Metro)
Jill Crump (Torrance)	Mark Dierking (Metro)
Godfrey Offoegbu (Torrance Transit)	Jimmy Shih (Caltrans)
Mark MacDougall (Torrance Transit)	

**II. Consent Calendar**

- A. Minutes of January 8, 2018 meeting**
- B. Notes of February 12, 2018 meeting**
- C. April 2018 Transportation Update**

No action was taken on the Consent Calendar due to the lack of a quorum.

**III. SBCCOG Transportation Working Group Updates**

- A. Transit Operators Working Group Update** – No report given.
- B. Infrastructure Working Group Update** – No report given.

IWG Chair Stephanie Katsouleas gave a brief recap of the February and March IWG meetings, noting that there were updates on the Caltrans I-110/I-405 Auxiliary Lane project, Measure M development, and SB1. There was also a presentation by Metro's Office of Extraordinary Innovation on its work plan. For more details, the IWG meeting notes can be found online at: <http://southbaycities.org/committees/infrastructure>

**IV. Metro Policy Advisory Council Update**

Steve Lantz provided an update on the Metro Policy Advisory Council (PAC). Mr. Lantz reported that originally, the PAC was reporting to the Metro Board on Measure M policies, but since the work shifted to development of the Measure M administrative guidelines, the committee has been advising Metro staff. Now that the guidelines are completed, the PAC is shifting its focus to the Metro Long Range Transportation Plan (LRTP) update. There is discussion as to whether the PAC should be dissolved as a Metro Board advisory committee and/or restructured as to its purpose and membership. Beginning in July, the meetings will take place quarterly rather than monthly. The PAC has

also been hearing about Metro's new "Equity" framework, which is being developed to allow Metro to address issues of economic and racial equity when prioritizing and delivering capital investments. The framework is not yet a Metro Board policy.

## **V. Measure M Multi-Year Subregional Programs Development Update**

### **A. SBCCOG / Metro MSP Funding Agreements Update**

Mr. Lantz and Ms. Bacharach reported that the SBCCOG must enter into funding agreements with Metro to access the 0.5% Administrative Funding that is available for MSP program and project development. The SBCCOG and other COGs have identified troublesome language in the proposed funding agreements and have sent comments back to Metro for review. Once the funding agreements are finalized and executed, the SBCCOG can begin developing the initial five year list of projects for each of the three South Bay Measure M Multi-Year Sub-Regional Programs.

### **B. South Bay MSPs Task Force**

#### **1. Charter / Purpose**

Steve Lantz announced that a task force was created to help develop the rules and guidelines for the multi-year sub-regional programs under Measure M. The Task Force will help determine how much of the 0.5% funding available is allocated for program administration, program development, and project development.

#### **2. Initial Meeting**

Mr. Lantz noted that the first meeting will be held April 11<sup>th</sup> after the IWG meeting at the Bluewater Grill in Redondo Beach. The original purpose of the initial meeting was to begin developing the project performance and selection criteria. However, the first meeting is now focusing on the types of projects that cities are interested in delivering. Taking this approach will allow the SBCCOG and MSP Task Force to create the project performance and selection criteria based on the types of -projects that cities want to implement.

## **VI. Measure R South Bay Highway Program Annual Performance Evaluation (APE) Report**

Mr. Lantz reviewed the APE report with the Committee. The report is available online at:

[http://southbaycities.org/sites/default/files/transportation\\_committee/HANDOUT\\_Attachment%20D%20March%202018%20APE%20Report.pdf](http://southbaycities.org/sites/default/files/transportation_committee/HANDOUT_Attachment%20D%20March%202018%20APE%20Report.pdf)

Mr. Lantz noted that the APE for FY 18-19 will include a specific milestone dedicated to Caltrans permitting, as this seems to be a recurring source of delay for many SBHP projects. This will allow the SBCCOG and Metro to identify when a project has stalled due to a Caltrans permitting issue. Committee Chair Horvath asked what the results of the study done to look for ways to improve the Caltrans permitting process. Mr. Lantz explained that the only realistic option was to involve Caltrans at an earlier stage in the project process, similar to what is happening on the PCH repaving project. Caltrans is coordinating with cities along the corridor to possibly incorporate projects into their larger project and do the work instead of the city doing the work. Mr. Shih of Caltrans added that there are regular PDT meetings with the Caltrans Project Manager and city representatives to review the progress of the PCH project.

Ms. Bacharach added that the SBCCOG has been holding regular meetings with Caltrans Deputy Director Shirley Choate which has helped increase coordination and communication.

Discussion then transitioned to Caltrans projects and major South Bay Highway Program freeway projects. Mr. Panuco noted that the Caltrans DCCM project has completed construction; the I-110/I-405 auxiliary lane project is entering construction; the ITS project will be entering construction; and the I-405/Crenshaw Blvd project is at 60% design. Mr. Panuco added that the South Bay Curve project is currently in a PSR and that meetings will be scheduled with cities along the corridor to discuss the possible projects. Mr. Lantz added on that once the freeway projects are identified, cities can determine if corresponding improvements are needed on surface streets.

Ms. Bacharach briefly touched on the amount of SBHP funding that has been spent thus far in the program. Mr. Panuco explained that \$233 million has been programmed at this point, and that approximately \$65 million has been reimbursed to project lead agencies based on the invoices submitted for completed work.

Mr. Beste added that in the discussion of how much SBHP funding is being spent, it is important to keep in mind that although only \$65 million has been spent, the beginning work that was done with SBHP funding on projects such as the I-110/I-405 Auxiliary Lane allowed Caltrans to bring in \$50 million in state funding to build the project. Mr. Beste explained that the small investments made with SBHP funds facilitated large commitments to be funded in other ways besides with SBHP dollars. Mr. Shih added that Caltrans is currently applying for additional state funding for the I-405/Crenshaw Blvd project because it is on a congested corridor. The CTC is expected to announce the grant awardees in May.

#### **VII. “Dig Once” Discussion Update**

After a meeting at the beginning of the year with SBCCOG cities and utility company representatives, the SBCCOG has been working with cities to identify their current trenching policies. There was discussion as to the types of trenching needed and the Utilities were asking for a coordinated trenching policy throughout the South Bay. A survey was sent out to cities about their trenching policies. Ms. Katsouleas noted that Manhattan Beach just enacted a “dig-once” policy that asks for utilities to allow the city to install fiber while they are trenching for other projects. Ms. Bacharach explained that the SBCCOG will investigate whether a more uniform policy is feasible throughout the South Bay so that utility companies may know what to expect when applying for trenching permits.

#### **VIII. Metro Green Line / Crenshaw LAX Line Operating Plan Update**

There was no update on the item. Mr. Dierking noted that a letter was sent to the constituent who had raised the issue from Metro CEO Phil Washington. Mr. Dierking explained that it is almost impossible to have an operating plan that considers the Green Line extension to Torrance this early in the process, particularly because the extension won't be ready for several years. Committee Chair Horvath suggested keeping this agenda item on the agenda until Committee Member Fangary returns, as it was his request to have the item discussed.

#### **IX. I-105 ExpressLanes Study Update**

Mr. Lantz explained that the SBCCOG is concerned that when the I-105 ExpressLanes project is completed, it may make problems on the I-110 ExpressLanes even worse. A meeting was held between staff of Metro Board Members Hahn, Butts, and Fasana, as well as representatives from Metro, Gateway Cities COG, and South Bay Cities COG to discuss the issues. A small “working group” is being formed to meet regularly on this issue. Mr. Lantz added that there has been some project delivery progress being made using the surplus revenue that has been allocated from the I-110 ExpressLanes surplus funds. When the issue was first brought to the SBCCOG's attention, approximately 3% of the allocated funding for projects had been spent. That number is approximately 40% today.

Mr. Ervin added that Supervisor Hahn will be taking concerns from her cities to the Metro Board and is intent on making sure there is money in the subregion for projects, including larger projects such as the Centinela grade separation that is still needed.

Mr. Bohlke reported that there is a recommendation from the ExpressLanes staff that electric/hybrid vehicles that currently use the ExpressLanes for free should no longer have that option. Staff has suggested a discount of 20% discount off full-rate costs. By law, Metro is not able to charge these drivers the full rate.

Mr. Panuco noted that the I-105 Express Lanes Study public scoping meetings are currently underway and the SBCCOG should go on record with its concerns and comments as part of that process. The comments will be consolidated through these scoping meetings and that all cities should express their views at this point.

#### **X. Three Month Look Ahead**

No discussion on this item.

**XI. Announcements - The Next Transportation Committee is scheduled March 12, 2018 at 10:30 a.m.**

Leslie Scott announced that there will be a 3<sup>rd</sup> and final community meeting on the Beach Cities Health District's Living Streets study for Aviation Blvd. There meeting will take place April 23<sup>rd</sup> from 6:00-7:30pm at the Hermosa Beach Community Center. The flyer was handed out and is available online at:

[http://southbaycities.org/sites/default/files/transportation\\_committee/HANDOUT\\_Aviation%20Living%20Streets%20Community%20Meeting.pdf](http://southbaycities.org/sites/default/files/transportation_committee/HANDOUT_Aviation%20Living%20Streets%20Community%20Meeting.pdf)

Mark Dierking reported on the Green Line tours that were arranged, noting that he felt it was a good showing. Committee Member Valentine noted that there was very little noise at many of the stops along the Gold Line. Mr. Dierking announced that there are three community meetings planned to review the Green Line Extension to Torrance's Supplemental Alternatives Analysis. The flyer was handed out and is available online at:

[http://southbaycities.org/sites/default/files/transportation\\_committee/HANDOUT\\_Green%20Line%20Community%20Meetings.pdf](http://southbaycities.org/sites/default/files/transportation_committee/HANDOUT_Green%20Line%20Community%20Meetings.pdf)

Committee Chair Horvath adjourned the meeting at 11:51 am.

## South Bay Cities Council of Governments

May 14, 2018

TO: SBCCOG Transportation Committee  
FROM: Steve Lantz, SBCCOG Transportation Director  
RE: SBCCOG Transportation Update –May 2018

### **Adherence to Strategic Plan:**

*Goal A: Environment, Transportation and Economic Development.* Facilitate, implement and/or educate members and others about environmental, transportation and economic development programs that benefit the South Bay.

### **FEDERAL**

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

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

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

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

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

### **STATE**

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

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

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

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

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

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

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

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

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

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

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

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

## REGION

### **Free Express Lane Use For Low Emission Vehicles To End**

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

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

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

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

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

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

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

The Metro Board also approved the following two motions:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The plan also identifies the following four metrics:

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

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

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

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

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

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

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

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

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

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

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

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

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

### TRENDS

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

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

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

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

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

May 2018	June 2018	July 2018
<p><b>7. SBCCOG Transportation Committee</b></p> <ul style="list-style-type: none"> <li>• SBHP Project APE Report</li> <li>• South Bay Measure M MSP Funding Agreement Update</li> <li>• SBCCOG Position on I-105 ExpressLanes Scoping Study</li> </ul> <p><b>9. IWG Agency-only Meeting</b></p> <ul style="list-style-type: none"> <li>• Review SBHP Project APE Report</li> <li>• SBHP Project Funding Agreement Amendments</li> <li>• Spotlight: West Basin Water Desalination Project EIR</li> </ul> <p><b>24. Metro Board Meeting</b></p> <p><b>24. SBCCOG Board Meeting</b></p> <ul style="list-style-type: none"> <li>• Measure M MSP Development Funding Agreement</li> </ul>	<p><b>11. SBCCOG Transportation Committee</b></p> <ul style="list-style-type: none"> <li>• SBHP Project Funding Agreement Amendments</li> <li>• SBHP Project APE Report</li> <li>• South Bay Measure M MSP Development Program Update</li> <li>• Caltrans PSR on I-405 Curve Improvement Project</li> </ul> <p><b>13. IWG Public Meeting</b></p> <ul style="list-style-type: none"> <li>• Review SBHP Project APE Report</li> <li>• Metro arterial performance measures framework update</li> <li>• Spotlight: Dig Once Trenching Coordination</li> </ul> <p><b>28. Metro Board Meeting</b></p> <p><b>28. SBCCOG Board Meeting</b></p> <ul style="list-style-type: none"> <li>• SBHP Project Funding Agreement Amendments</li> </ul>	<p><b>9. SBCCOG Transportation Committee</b></p> <ul style="list-style-type: none"> <li>• SBHP Project APE Report</li> <li>• South Bay Measure M MSP Development Program Update</li> </ul> <p><b>11. IWG Public Meeting</b></p> <ul style="list-style-type: none"> <li>• Review SBHP Project APE Report</li> <li>• Spotlight: Caltrans Projects Update</li> </ul> <p><b>26. Metro Board Meeting</b></p> <p><b>26. SBCCOG Board Meeting</b></p>

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