South Bay Cities Council of Governments

Infrastructure Working Group (IWG)

AGENDA
Wednesday, February 10, 2021
12:00 pm – 1:30 p. m.

NOTE: The meeting will be conducted via Zoom

ACCESSING THE MEETING:
After registering, you will receive a confirmation email containing information about joining the meeting.
https://zoom.us/meeting/register/tJcrcO6upzspHdLdLZ9Ir5zxqSncddlZY9ow

Future IWG meetings are scheduled to be held:
March 10, 2021
April 14, 2021
May 12, 2021

12:00 p. m.  January 13, 2021 IWG Meeting Notes Approval (Attachment A)
12:02 p. m.  Agency & Other Update Reports
- SBCCOG – Program update – Jacki Bacharach
- LA County DPW – South Bay Traffic Forum – Update
- Caltrans District 7 South Bay Projects – Update
- L. A. Metro - Updates
  - L. A. Metro Board Actions - Update
  - Metro TAC & Streets and Freeway Subcommittee Actions / TAC Representatives

12:15 p. m.  SBCCOG Measure R Metro Budget Requests (Attachment B) – approve
12:30 p. m.  SBCCOG Measure M Metro Budget Requests (Attachment C) - approve
12:45 p. m.  Future IWG Spotlight Presentation Topics Survey Results - Discussion

1:00 p. m.  Spotlight Presentation: SB 1383 Organic Waste Reduction Targets – L. A. County Sanitation Districts

1:20 p. m.  February SBCCOG Transportation Update (Attachment D)

1:25 p. m.  3-Month Look Ahead (Attachment E)

1:30 p. m.  Announcements / Adjournment

NOTE: To include an item on the February 10th agenda, e-mail to lantzsh10@gmail.com By March 1st.
South Bay Cities Council of Governments
Infrastructure Working Group Meeting Notes – January 13, 2021 (Held via Zoom)

Attendees: Chair Ted Semaan (Redondo Beach); Lifan Xu (El Segundo); Lucho Rodriguez (Hermosa Beach); Louis Atwell (Inglewood); Prem Kumar, Helen Shi & Erik Zandvliet (Manhattan Beach); Ramzi Awwad (Rancho Palos Verdes); Steve Finton, Art Reyes & Joey Garcia (Torrance); Jimmy Shih (Caltrans); Andres Narvaez, Maryam Adhami, Ron Matsuoka, John Ickis & William Johnson (LA County DPW); Ed Alegre, Kali Fogel & Mark Dierking (Metro); Jacki Bacharach, Steve Lantz, Wally Siembab, Aaron Baum & David Leger (SBCCOG); Anissa Voyiatzes (Arduurra); Marie Marston (Civil Works Engineers); Alan Clelland (DKS); Jei Mercado (Etherwan); Wayne Richardson (HDR); Alek Hovsepian, Viggen Davidian & Paul Frislie (Iteris); Jonai Johnson & Myriam Frausto (Mark Thomas); Margaret Novak & Marc Violett (MBaker Intl); Janna McKhann & Aaron Edwards (Nextech); Diego Cadena (WKE); Claudette Moody (WSP)

I. Self-Introductions and Approval of December 9, 2020 IWG Meeting Notes – Chair Ted Semaan called the meeting to order at 12:03 pm. The December 9, 2020 meeting notes were approved without objection.

II. Agency & Other Update Reports
A. SBCCOG: Ms. Bacharach reported that SBCCOG is holding a South Bay Fiber Network (SBFN) Working Group meeting on January 25th with a presentation by Evoque, which provides one of the two SBFN Points of Presence. The SBCCOG continues to discuss health departments and Service Planning Areas which stemmed from the recent outdoor dining ban. The SBCCOG is also looking into hiring a regional planner to help with RHNA and other regional planning projects. Ms. Bacharach also provided an overview of HomeShare South Bay and the homelessness issues training module for city staff that is under development. Finally, Ms. Bacharach announced that the 2021 General Assembly will be taking place virtually on March 18th.

B. South Bay Traffic Forum (LACDPW): Mr. Ickis reported updates on the various County ITS and TSSP projects taking place in the South Bay. The detailed updates are included in a written report available here: https://www.southbaycities.org/sites/default/files/infrastructure/HANDOUT_ITS%20%26%20TSSP%20status%20%20January%202021%20Final.pdf

Ms. Bacharach asked if the SBFN has opened up any opportunities for the projects like the ones on the list that were included in the agenda packet. Mr. Alegre noted that connections to the IEN were a condition of the SBFN funding as part of the Metro Board approval of the project. Mr. Matsuoka also added that for IEN Phase 2, city internet capacity plays a critical role, so those receiving more bandwidth via the SBFN may observe more benefits.

C. Caltrans District 7: Mr. Shih announced that the I-405/I-110 interchange project should be completed by December 2021. The design for the Western Avenue project has been completed and the project construction contract should be awarded later this year. The PCH CAPM project is also on schedule.

D. LA Metro
1) LA Metro Board: Mr. Lantz noted that Metro’s focus continues to be on COVID-19 recovery. Although sales tax collection is only down around 10-12%, social distancing requirements and COVID exposures have dramatically increased operation costs despite overall reduced service.
2) Metro TAC & Streets and Freeway Subcommittee: No report for the Metro TAC. Mr. Semaan asked that others consider volunteering to serve as the TAC representative as Mr. Marquez must step away due to staffing shortages at Carson. If you are interested in serving, please contact David Leger. Mr. Zandvliet reported that the Streets and Freeways subcommittee did not meet in December.

III. SBCCOG Metro Budget Request Process Status
Mr. Lantz announced that SBCCOG staff has received documents from lead agency staff requesting additional funding for 5 existing Measure R and M projects and 2 requests for new projects. From the initial review, it appears that the SBHP and MSPs have sufficient funding to handle the requests. The formal Metro Budget Requests will be prepared and presented to SBCCOG committees in February.

IV. COVID-19 Recovery Update
- Metro Recovery Task Force Recommendations
- SBCCOG Draft Letter to Metro re: Recovery Task Force Recommendations
  Mr. Lantz reviewed Metro’s internal Recovery Task Force recommendations and explained that there are potential impacts on funding sources such as Local Return and/or sub-regional programs like the Measure M

Attachment A
MSPs. Metro is looking into ways to fill funding and operating budget gaps created or exacerbated by the pandemic.

Ms. Bacharach added that one of the recommendations includes incentivizing people to not buy cars. The SBCCOG will be recommending in the comment letter that Metro consider incentivizing the purchase of NEVs and other slow speed zero emission vehicles in regions that transit service may not be as robust. A discounted or free transit pass may not be enough to encourage somebody in the South Bay to not purchase a vehicle due to the lack of robust service.

V. Spotlight Presentation: South Bay Fiber Network Applications – Roundtable Discussion

Mr. Fogel began the discussion by providing a brief presentation on the Regional Integration of Intelligent Transportation Systems (RIITS). RIITS provides regional infrastructure resources such as Microsoft Azure, transportation data storage, and fiber, but also provides applications such as Southern California 511, Measure Up!, and Metro Cloud Alliance. RIITS is a collaborative effort run by a Configuration Management Committee that aims to promote further coordination and collaboration. Metro procures goods and services to maintain transportation data in the region on behalf of RIITS. Mr. Fogel urged cities to work with him on ITS projects as RIITS has access to funding that could help fund portions of projects. Following his brief overview, Mr. Fogel began the roundtable discussion on potential RIITS projects for the South Bay. He provided some examples such as video distribution, event management, and more.

Mr. Fogel’s presentation is available online here: https://www.southbaycities.org/sites/default/files/infrastructure/PRESENTATION_RIITS.pdf

Mr. Kumar began the discussion by providing a brief overview of Manhattan Beach’s Advanced Traffic Signal Project which is being funded by Measure M. The signal system will allow the city to communicate with neighboring cities and share signal timing and schedules. The city plans to incorporate video detection, CCTV, dynamic message signs, and is considering including smart parking features. Mr. Kumar explained that this system will lay the groundwork for the eventual deployment of connected vehicles. The project is currently in the design phase. Once the project is procured, Mr. Kumar will share the scope with others in the South Bay so they can review what technologies the city is incorporating.

Mr. Finton shared that Torrance is currently upgrading their signals city-wide which will also include some video detection and more advanced management systems. The City is also sharing the signal phase and timing data with Audi and other car manufacturers to help develop connected vehicles.

Mr. Clelland noted that it is worthwhile to adopt the standard open interface when doing these improvements as it will not then be confined to one user/manufacturer.

Mr. Atwell shared that Inglewood has been laying fiber connections throughout the city over the past several years that will enable real-time signal control, changeable message signs, and real-time monitoring for their Police Department.

Mr. Semaan reported that Redondo Beach is not as far along as others but has adopted video detection as the standard for the city. They are also working closely with LA County to integrate city-operated signals into the County system. The City will be working with Manhattan Beach to ensure integration with their MBATS project.

Mr. Lantz explained that the SBCCOG is beginning to look into “SBFN Phase 2” which consists of transportation applications that operate via the SBFN. The SBCCOG may look into creating an implementation guide to offer examples of projects, standard technologies, and more. Mr. Alegre added that cities and the SBCCOG should also consider running project ideas by him and Mr. Fogel as part of the vetting process. That initial review will help with funding approvals once the SBCCOG submits its annual Metro Budget Request.

VI. January 2021 SBCCOG Transportation Update – Received and filed.

VII. Three-Month Look Ahead – Received and filed.

VIII. Announcements & Adjournment

Chair Semaan adjourned the meeting at 1:20 p.m. until February 10th, 2021 (public meeting). To include an item on the agenda, please email Steve Lantz (lantzsh10@gmail.com) by February 2, 2021.
South Bay Cities Council of Governments

January 29, 2021

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

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

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

Adherence to Strategic Plan:
Goal A: Environment, Transportation, and Economic Development. Facilitate, implement, and/or educate members and others about environmental, transportation, and economic development programs that benefit the South Bay. Strategy 5 – Actively pursue opportunities for infrastructure funding for member agencies.

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

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

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

- **City of Carson: $2,600,000 for MR312.41 and MR312.46.** Both projects are traffic signal upgrade projects within the city already funded by the SBHP. City staff has requested additional funding to complete the construction of both projects. The increase is attributed to more accurate estimates available as a result of completion of designs. City plans to bid and build the projects as one project for efficiency and cost savings. City staff is working with Metro staff to determine if the projects can be combined into one funding agreement. Total project cost has gone from an estimated $1.550 million to approximately $4.15 million.
- **City of Los Angeles: $14,606,330 for MR312.48.** This project is the Alameda St. (South) Widening from Anaheim St. to Harry Bridges Blvd. These funds are the balance of the $17,481,330 in Measure R funding already recommended in out years by the SBCCOG Board during the FY18 Metro Budget Request process. Metro initially programmed $2.875 million of the $17,481,000 request in a previous year. Due to Metro’s phased funding approach, although the $14.606 million balance of Measure R funds were included in the initial SBCCOG Metro Budget Request, they are not yet in the Metro funding agreement. Subsequent to completion of the project design, the City also identified a funding shortfall due to extensive and unforeseen CPUC and railroad requirements.

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

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

- **City of Redondo Beach: $1,060,000 for MR312.20.** This project will make intersection improvements at Aviation Blvd. and Artesia Blvd. The project was originally allocated $847,000 in Measure R funds. The project has been delayed by an unforeseen problem during the right-of-way acquisition process and must now move forward with the legal process to secure the property. To complete the right-of-way acquisition and construction, the City is requesting an additional $1,060,000 in Measure R funds. Total project cost has gone from an estimated $847,000 to approximately $1.907 million.

- **City of Torrance: $997,000 for MR312.10.** The project will improve the intersection at PCH and Hawthorne Blvd. The initial project scope was approved for $19.6 million in Measure R funds. The project has been bid for construction and requires an additional $997,000 to complete. After a very extended permitting process with Caltrans, the City has finally received the approvals needed to move forward. However, the lengthy delays and additional requirements imposed by Caltrans have increased the costs for the project. Staff is recommending the additional funds will be provided using Measure R funds. Total project cost has gone from $19.6 million to $20.597 million. Because the project now exceeds $20 million, $597,000 is subject to a 10% local match. SBCCOG will work with the City of Torrance to determine the source of the match.

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

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

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

Attachment:

Exhibit 1 – FY 2021-22 Funding allocations for Measure R SBHP active projects and Decennial Transit Transfer Program project applications
<table>
<thead>
<tr>
<th>Lead Agency</th>
<th>Project No.</th>
<th>Project Description</th>
<th>Notes</th>
<th>Prior Allocation</th>
<th>Recommended Allocation Change</th>
<th>Recommended Current Allocation</th>
<th>Prior Year Program</th>
<th>FY21-22</th>
<th>FY22-23</th>
<th>FY23-24</th>
<th>FY24-25</th>
<th>Out years</th>
</tr>
</thead>
<tbody>
<tr>
<td>South Bay I-405, I-110, I-105, &amp; SR-91 Ramp / Interchange Improvements</td>
<td></td>
<td></td>
<td></td>
<td>$412,266,000</td>
<td>$18,863,330</td>
<td>$431,129,330</td>
<td>$281,376,000</td>
<td>$59,898,330</td>
<td>$38,750,000</td>
<td>$51,505,000</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>SBCOG</td>
<td>MR312.01</td>
<td>South Bay Cities CDBG Program Development &amp; Oversight and Program Administration (Project Development Budget Included)</td>
<td></td>
<td>$13,375,000</td>
<td>$0</td>
<td>$13,375,000</td>
<td>$13,375,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td></td>
<td>TOTAL SBCOG</td>
<td></td>
<td></td>
<td>$13,375,000</td>
<td>$0</td>
<td>$13,375,000</td>
<td>$13,375,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Caltrans</td>
<td>MR312.11</td>
<td>ITS- I-405, I-110, I-105, SR-91 at Freeway Ramp/Arterial Signalized Intersections</td>
<td></td>
<td>$5,357,000</td>
<td>$0</td>
<td>$5,357,000</td>
<td>$5,357,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Caltrans</td>
<td>MR312.24</td>
<td>I-110 Aue lane from SR-91 to Torrance Blvd Aue lane &amp; I-405/I- 110 Connector (Completed)</td>
<td></td>
<td>$8,120,000</td>
<td>$0</td>
<td>$8,120,000</td>
<td>$8,120,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Caltrans</td>
<td>MR312.25</td>
<td>I-405 at 182nd St. / Crenshaw Blvd Improvements</td>
<td></td>
<td>$86,400,000</td>
<td>$0</td>
<td>$86,400,000</td>
<td>$49,400,000</td>
<td>$20,000,000</td>
<td>$11,000,000</td>
<td>$6,000,000</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Caltrans</td>
<td>MR312.29</td>
<td>ITS- Pacific Coast Highway and Parallel Arterials From I-105 to I- 110</td>
<td></td>
<td>$9,000,000</td>
<td>$0</td>
<td>$9,000,000</td>
<td>$9,000,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Caltrans</td>
<td>MR312.45</td>
<td>PAED Integrated Corridor Management System (ICMS) on I- 110 from Artesia Blvd and I-405</td>
<td></td>
<td>$1,000,000</td>
<td>$0</td>
<td>$1,000,000</td>
<td>$1,000,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Caltrans</td>
<td>MR312.77</td>
<td>I-405 IQA Review for PSR (El Segundo to Artesia Blvd)</td>
<td></td>
<td>$150,000</td>
<td>$0</td>
<td>$150,000</td>
<td>$150,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Caltrans</td>
<td>MR312.78</td>
<td>I-405 IQA Review for PSR (Main St to Wilmington)</td>
<td></td>
<td>$150,000</td>
<td>$0</td>
<td>$150,000</td>
<td>$150,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Caltrans</td>
<td>MR312.82</td>
<td>PCH (I-105 to I-110) Turn Lanes and Pockets</td>
<td></td>
<td>$8,400,000</td>
<td>$0</td>
<td>$8,400,000</td>
<td>$4,000,000</td>
<td>$4,000,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Caltrans</td>
<td>TOTAL CALTRANS</td>
<td></td>
<td></td>
<td>$118,577,000</td>
<td>$0</td>
<td>$118,577,000</td>
<td>$73,177,000</td>
<td>$24,400,000</td>
<td>$15,000,000</td>
<td>$6,000,000</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Carson/Metro</td>
<td>MR312.41</td>
<td>Traffic Signal Upgrades at 10 intersections</td>
<td>Chg</td>
<td>$1,400,000</td>
<td>$0</td>
<td>$1,400,000</td>
<td>$1,400,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Carson/Metro</td>
<td>MR312.46</td>
<td>Upgrade Traffic Control Signals at the Intersection of Figueroa St and 234th St and Figueroa St and 228th St</td>
<td>Chg</td>
<td>$150,000</td>
<td>$2,600,000</td>
<td>$2,750,000</td>
<td>$150,000</td>
<td>$2,600,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Carson</td>
<td>MR312.80</td>
<td>223rd St Widening</td>
<td></td>
<td>$1,000,000</td>
<td>$0</td>
<td>$1,000,000</td>
<td>$1,000,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Carson</td>
<td>TOTAL CARSON</td>
<td></td>
<td></td>
<td>$2,550,000</td>
<td>$2,600,000</td>
<td>$5,150,000</td>
<td>$2,550,000</td>
<td>$2,600,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>El Segundo</td>
<td>MR312.22</td>
<td>Maple Ave Improvements from Sepulveda Blvd to Parkview Ave (Completed)</td>
<td></td>
<td>$2,500,000</td>
<td>$0</td>
<td>$2,500,000</td>
<td>$2,500,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>El Segundo</td>
<td>MR312.27</td>
<td>PCH Improvements from Imperial Highway to El Segundo Blvd</td>
<td>Ob</td>
<td>$400,000</td>
<td>$-400,000</td>
<td>$0</td>
<td>$400,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>El Segundo</td>
<td>MR312.57</td>
<td>Park Place Roadway Extension and Railroad Grade Separation Project</td>
<td></td>
<td>$5,350,000</td>
<td>$0</td>
<td>$5,350,000</td>
<td>$950,000</td>
<td>$3,200,000</td>
<td>$1,200,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>El Segundo</td>
<td>TOTAL EL SEGUNDO</td>
<td></td>
<td></td>
<td>$8,250,000</td>
<td>$-400,000</td>
<td>$7,850,000</td>
<td>$3,200,000</td>
<td>$1,200,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Gardena</td>
<td>MR312.17</td>
<td>Rosecrans Ave Improvements from Vermont Ave to Crenshaw Blvd (Completed)</td>
<td></td>
<td>$1,500,000</td>
<td>$0</td>
<td>$1,500,000</td>
<td>$1,500,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Gardena</td>
<td>MR312.19</td>
<td>Artesia Blvd at Western Ave Intersection Improvements (Westbound left turn lanes) (Completed)</td>
<td></td>
<td>$2,523,000</td>
<td>$0</td>
<td>$2,523,000</td>
<td>$2,523,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Gardena</td>
<td>MR312.21</td>
<td>Vermont Ave Improvements from Rosecrans Ave to 182nd Street (Completed)</td>
<td></td>
<td>$4,967,000</td>
<td>$0</td>
<td>$4,967,000</td>
<td>$4,967,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Gardena</td>
<td>MR312.02</td>
<td>Traffic Signal Reconstruction on Vermont at Redondo Beach Blvd and at Rosecrans Ave</td>
<td></td>
<td>$393,000</td>
<td>$0</td>
<td>$393,000</td>
<td>$393,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Gardena</td>
<td>MR312.09</td>
<td>Artesia Blvd Arterial Improvements from Western Ave to Vermont Ave</td>
<td></td>
<td>$2,090,300</td>
<td>$0</td>
<td>$2,090,300</td>
<td>$2,090,300</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Gardena</td>
<td>MR312.79</td>
<td>Traffic Signal Install at Vermont Ave. and Magnolia Ave</td>
<td></td>
<td>$144,000</td>
<td>$0</td>
<td>$144,000</td>
<td>$144,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Gardena</td>
<td>TOTAL GARDENA</td>
<td></td>
<td></td>
<td>$11,617,300</td>
<td>$0</td>
<td>$11,617,300</td>
<td>$11,617,300</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Lead Agency</td>
<td>Project No.</td>
<td>Project Description</td>
<td>Notes</td>
<td>Prior Allocation</td>
<td>Recommended Allocation Change</td>
<td>Recommended Current Allocation</td>
<td>Prior Year Program</td>
<td>FY21-22</td>
<td>FY22-23</td>
<td>FY23-24</td>
<td>FY24-25</td>
<td>Out years FY26-29</td>
</tr>
<tr>
<td>-------------</td>
<td>-------------</td>
<td>---------------------</td>
<td>-------</td>
<td>------------------</td>
<td>-----------------------------</td>
<td>-----------------------------</td>
<td>-------------------</td>
<td>--------</td>
<td>--------</td>
<td>--------</td>
<td>--------</td>
<td>-----------------</td>
</tr>
<tr>
<td>Hawthorne</td>
<td>MR312.01</td>
<td>Rosecrans Ave Widening from I-405 SB off ramp to Isis Ave (Completed)</td>
<td></td>
<td>$2,100,000</td>
<td>$0</td>
<td>$2,100,000</td>
<td>$2,100,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hawthorne</td>
<td>MR312.33</td>
<td>Aviation Blvd at Marine Ave Intersection Improvements (Westbound right turn lane (Completed)</td>
<td></td>
<td>$3,600,000</td>
<td>$0</td>
<td>$3,600,000</td>
<td>$3,600,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hawthorne</td>
<td>MR312.44</td>
<td>Hawthorne Blvd Improvements from El Segundo Blvd to Rosecrans Ave (Completed)</td>
<td></td>
<td>$7,551,000</td>
<td>$0</td>
<td>$7,551,000</td>
<td>$7,551,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hawthorne</td>
<td>MR312.47</td>
<td>Signal Improvements on Prairie Ave from 118th St to Marine Ave</td>
<td></td>
<td>$1,237,000</td>
<td>$0</td>
<td>$1,237,000</td>
<td>$1,237,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hawthorne</td>
<td>MR312.54</td>
<td>Intersection Widening &amp; Traffic Signal Modifications on Inglesia Ave at El Segundo Blvd; on Crenshaw Blvd at Rocket Road; on Crenshaw at Jack Northop; and on 120th St.</td>
<td></td>
<td>$2,000,000</td>
<td>$0</td>
<td>$2,000,000</td>
<td>$2,000,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hawthorne</td>
<td>MR312.61</td>
<td>Hawthorne Blvd Arterial Improvements, from 126th St to 111th St</td>
<td></td>
<td>$4,400,000</td>
<td>$0</td>
<td>$4,400,000</td>
<td>$4,400,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hawthorne</td>
<td>MR312.66</td>
<td>Imperial Ave Signal Improvements and Intersection Capacity Project</td>
<td></td>
<td>$1,995,000</td>
<td>$0</td>
<td>$1,995,000</td>
<td>$1,500,000</td>
<td>$495,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hawthorne</td>
<td>MR312.67</td>
<td>Rosecrans Ave Signal Improvements and Intersection Capacity Enhancements</td>
<td></td>
<td>$3,200,000</td>
<td>$0</td>
<td>$3,200,000</td>
<td>$2,700,000</td>
<td>$500,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hawthorne</td>
<td>MR312.68</td>
<td>El Segundo Blvd Improvements Project Phase I</td>
<td></td>
<td>$2,000,000</td>
<td>$0</td>
<td>$2,000,000</td>
<td>$1,300,000</td>
<td>$700,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hawthorne</td>
<td>MR312.69</td>
<td>El Segundo Blvd Improvements Project Phase II</td>
<td></td>
<td>$600,000</td>
<td>$0</td>
<td>$600,000</td>
<td>$600,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hawthorne</td>
<td>MR312.81</td>
<td>120th St Improvements - Crenshaw Blvd to Falton Ave</td>
<td></td>
<td>$600,000</td>
<td>$0</td>
<td>$600,000</td>
<td>$600,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hermosa Beach</td>
<td>MR312.05</td>
<td>PCH (SR-1/PCH) Improvements between Anita St and Artesia Blvd</td>
<td></td>
<td>$574,700</td>
<td>$0</td>
<td>$574,700</td>
<td>$574,700</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Inglewood</td>
<td>MR312.12</td>
<td>Intelligent Transportation System (ITS) Phase IV</td>
<td></td>
<td>$3,500,000</td>
<td>$0</td>
<td>$3,500,000</td>
<td>$3,500,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Inglewood</td>
<td>MR312.50</td>
<td>ITS: Phase V - Communication Gap Closure on Various Locations; ITS Upgrade and Arterial Detection</td>
<td></td>
<td>$300,000</td>
<td>$0</td>
<td>$300,000</td>
<td>$300,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Inglewood</td>
<td>MR312.70</td>
<td>Prairie Ave Signal Synchronization Project</td>
<td></td>
<td>$205,000</td>
<td>$0</td>
<td>$205,000</td>
<td>$205,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Inglewood</td>
<td>MR312.71</td>
<td>La Cienega Blvd Signal Synchronization Project</td>
<td></td>
<td>$80,000</td>
<td>$0</td>
<td>$80,000</td>
<td>$80,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Inglewood</td>
<td>MR312.72</td>
<td>Arbor Vitae Signal Synchronization Project</td>
<td></td>
<td>$190,000</td>
<td>$0</td>
<td>$190,000</td>
<td>$190,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Inglewood</td>
<td>MR312.73</td>
<td>Florence Ave Signal Synchronization Project</td>
<td></td>
<td>$255,000</td>
<td>$0</td>
<td>$255,000</td>
<td>$255,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LA City</td>
<td>MR312.48</td>
<td>Alamada St (South) Widening from Anaheim St to Harry Bridges Blvd (City also requested an additional $17.32M in Measure M funding for a combined total project cost of $33.8M in Measure M funding)</td>
<td>Chg</td>
<td>$2,875,000</td>
<td>$14,406,330</td>
<td>$17,281,330</td>
<td>$2,875,000</td>
<td>$7,606,330</td>
<td>$7,000,000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LA City</td>
<td>MR312.51</td>
<td>Improve Aviation St from Farragut Ave to Dominguez Channel (Call Match) F7207</td>
<td></td>
<td>$1,313,000</td>
<td>$0</td>
<td>$1,313,000</td>
<td>$1,313,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LA City</td>
<td>MR312.56</td>
<td>Del Amo Blvd Improvements from Western Ave to Vermont Ave Project Oversight</td>
<td></td>
<td>$100,000</td>
<td>$0</td>
<td>$100,000</td>
<td>$100,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LA City</td>
<td>MR312.74</td>
<td>Alamada St (East) Widening Project</td>
<td></td>
<td>$3,580,000</td>
<td>$0</td>
<td>$3,580,000</td>
<td>$3,580,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LA County</td>
<td>MR312.16</td>
<td>Del Amo Blvd Improvements from Western Ave to Vermont Ave (Completed)</td>
<td></td>
<td>$307,000</td>
<td>$0</td>
<td>$307,000</td>
<td>$307,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LA County</td>
<td>MR312.52</td>
<td>ITS: Improvements on South Bay Arterials (Call Match) F7310</td>
<td></td>
<td>$1,021,000</td>
<td>$0</td>
<td>$1,021,000</td>
<td>$1,021,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LA County</td>
<td>MR312.64</td>
<td>South Bay Arterial System Detection Project</td>
<td></td>
<td>$2,000,000</td>
<td>$0</td>
<td>$2,000,000</td>
<td>$1,400,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LA County</td>
<td>MR312.03</td>
<td>TOTAL LA CITY</td>
<td></td>
<td>$3,328,000</td>
<td>$0</td>
<td>$3,328,000</td>
<td>$1,928,000</td>
<td>$1,400,000</td>
<td>$0</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LA County</td>
<td>MR312.04</td>
<td>TOTAL INGLEWOOD</td>
<td></td>
<td>$4,170,000</td>
<td>$0</td>
<td>$4,170,000</td>
<td>$4,170,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LA County</td>
<td>MR312.05</td>
<td>TOTAL HERMOSA BEACH</td>
<td></td>
<td>$574,700</td>
<td>$0</td>
<td>$574,700</td>
<td>$574,700</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LA County</td>
<td>MR312.06</td>
<td>TOTAL HAWTHORNE</td>
<td></td>
<td>$29,283,000</td>
<td>$0</td>
<td>$29,283,000</td>
<td>$27,588,000</td>
<td>$1,695,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td></td>
</tr>
<tr>
<td>LA County</td>
<td>MR312.07</td>
<td>TOTAL LA COUNTY</td>
<td></td>
<td>$3,328,000</td>
<td>$0</td>
<td>$3,328,000</td>
<td>$1,928,000</td>
<td>$1,400,000</td>
<td>$0</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Notes:**
- **Chg:** Change in allocation.
- **Prior Allocation:** Amount allocated in the previous year.
- **Recommended Allocation Change:** Change in recommended allocation from the previous year.
- **Recommended Current Allocation:** Current recommended allocation.
- **Prior Year Program:** Amount allocated in the prior year program.
- **FY21-22, FY22-23, FY23-24, FY24-25, Out years FY26-29:** Amounts allocated in the specified fiscal years.
<table>
<thead>
<tr>
<th>Lead Agency</th>
<th>Project No.</th>
<th>Project Description</th>
<th>Notes</th>
<th>Prior Allocation</th>
<th>Recommended Allocation Change</th>
<th>Recommended Current Allocation</th>
<th>Prior Year Program</th>
<th>FY21-22</th>
<th>FY22-23</th>
<th>FY23-24</th>
<th>FY24-25</th>
<th>Out years FY26-29</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lawndale</td>
<td>MR312.15</td>
<td>Inglewood Ave Widening from 156th Street to I-405 Southbound on-ramps (Completed)</td>
<td></td>
<td>$43,000</td>
<td>$0</td>
<td>$43,000</td>
<td>$43,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lawndale</td>
<td>MR312.31</td>
<td>Manhattan Beach Blvd at Hawthorne Blvd Left Turn Signal Improvements</td>
<td></td>
<td>$508,000</td>
<td>$0</td>
<td>$508,000</td>
<td>$508,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lawndale</td>
<td>MR312.36</td>
<td>ITS: City of Lawndale Citywide Improvements (Completed)</td>
<td></td>
<td>$878,300</td>
<td>$0</td>
<td>$878,300</td>
<td>$878,300</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lawndale</td>
<td>MR312.49</td>
<td>Redondo Beach Blvd Mobility Improvements from Prairie to Artesia (Call Match) FS101</td>
<td></td>
<td>$1,039,300</td>
<td>$0</td>
<td>$1,039,300</td>
<td>$1,039,300</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>TOTAL LAWNDALE</strong></td>
<td></td>
<td>$2,468,600</td>
<td>$0</td>
<td>$2,468,600</td>
<td>$2,468,600</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td></td>
</tr>
<tr>
<td>Lomita</td>
<td>MR312.43</td>
<td>Intersection Improvements at Western/Palos Verdes Dr and KGV/Walnut</td>
<td></td>
<td>$1,585,000</td>
<td>$0</td>
<td>$1,585,000</td>
<td>$1,585,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>TOTAL LOMITA</strong></td>
<td></td>
<td>$1,585,000</td>
<td>$0</td>
<td>$1,585,000</td>
<td>$1,585,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td></td>
</tr>
<tr>
<td>Manhattan</td>
<td>MR312.04</td>
<td>Sepulveda Blvd at Marina Ave Intersection Improvements (West Bound left turn lanes) (Completed)</td>
<td></td>
<td>$346,500</td>
<td>$0</td>
<td>$346,500</td>
<td>$346,500</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Manhattan</td>
<td>MR312.28</td>
<td>Seismic retrofit of widened Bridge S5-62 from Sepulveda Blvd from 33rd Street to south of Rossrivas Ave</td>
<td></td>
<td>$9,100,000</td>
<td>$0</td>
<td>$9,100,000</td>
<td>$9,100,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Manhattan</td>
<td>MR312.34</td>
<td>Aviation Blvd at Artesia Blvd Intersection Improvements (Southbound right turn lane)</td>
<td></td>
<td>$1,500,000</td>
<td>$0</td>
<td>$1,500,000</td>
<td>$1,500,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Manhattan</td>
<td>MR312.35</td>
<td>Sepulveda Blvd at Manhattan Beach Blvd Intersection improvements (NB, WB, EB left turn lanes and SB right turn lane)</td>
<td></td>
<td>$980,000</td>
<td>$0</td>
<td>$980,000</td>
<td>$980,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Manhattan</td>
<td>MR312.62</td>
<td>Sepulveda Blvd Operational Improvements at Rosecrans Ave, 33rd St, Cedar Ave, 14th St and 2nd St.</td>
<td></td>
<td>$900,000</td>
<td>$0</td>
<td>$900,000</td>
<td>$900,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>TOTAL MANHATTAN BEACH</strong></td>
<td></td>
<td>$12,826,500</td>
<td>$0</td>
<td>$12,826,500</td>
<td>$12,826,500</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td></td>
</tr>
<tr>
<td>Metro</td>
<td>MR312.30</td>
<td>I-405 improvements from I-105 to Artesia Blvd</td>
<td></td>
<td>$17,381,000</td>
<td>$0</td>
<td>$17,381,000</td>
<td>$14,181,000</td>
<td>$3,200,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Metro</td>
<td>MR312.55</td>
<td>I-405 improvements from I-110 to Wilmington</td>
<td></td>
<td>$17,400,000</td>
<td>$0</td>
<td>$17,400,000</td>
<td>$14,200,000</td>
<td>$3,200,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Metro</td>
<td>30000002033/PS-A010-2540-01-19</td>
<td>South Bay Arterial Baseline Conditions Analysis (Completed)</td>
<td></td>
<td>$250,000</td>
<td>$0</td>
<td>$250,000</td>
<td>$250,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Metro</td>
<td>MR312.83</td>
<td>Inglewood Transit Center at Florence/La Brea</td>
<td></td>
<td>$1,500,000</td>
<td>$0</td>
<td>$1,500,000</td>
<td>$1,500,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Metro</td>
<td>MR312.84</td>
<td>I-105 Integrated Corridor Management</td>
<td></td>
<td>$20,000,000</td>
<td>$0</td>
<td>$20,000,000</td>
<td>$600,000</td>
<td>$2,000,000</td>
<td>$2,400,000</td>
<td>$15,000,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Metro</td>
<td>MR312.85</td>
<td>I-405 N/B Ave Lane (Imperial Hwy to El Segundo)</td>
<td></td>
<td>$14,000,000</td>
<td>$0</td>
<td>$14,000,000</td>
<td>$800,000</td>
<td>$1,000,000</td>
<td>$3,000,000</td>
<td>$9,200,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>TOTAL METRO</strong></td>
<td></td>
<td>$70,531,000</td>
<td>$0</td>
<td>$70,531,000</td>
<td>$31,531,000</td>
<td>$9,400,000</td>
<td>$5,400,000</td>
<td>$24,200,000</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Rancho Palos</td>
<td>MR312.39</td>
<td>Western Ave. (SR-213) from Palos Verdes Drive North to 25th Street - PSR</td>
<td></td>
<td>$90,000</td>
<td>$0</td>
<td>$90,000</td>
<td>$90,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>TOTAL RANCHO PALOS VERDES</strong></td>
<td></td>
<td>$90,000</td>
<td>$0</td>
<td>$90,000</td>
<td>$90,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>POLA</td>
<td>MR312.32</td>
<td>SR-47/Vreant Thomas Bridge on/off ramp improvements at Harbor Blvd</td>
<td></td>
<td>$41,225,000</td>
<td>$0</td>
<td>$41,225,000</td>
<td>$3,830,000</td>
<td>$7,000,000</td>
<td>$10,000,000</td>
<td>$20,395,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>TOTAL POLA</strong></td>
<td></td>
<td>$41,225,000</td>
<td>$0</td>
<td>$41,225,000</td>
<td>$3,830,000</td>
<td>$7,000,000</td>
<td>$10,000,000</td>
<td>$20,395,000</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Lead Agency</td>
<td>Project No.</td>
<td>Project Description</td>
<td>Notes</td>
<td>Prior Allocation</td>
<td>Recommended Allocation Change</td>
<td>Recommended Current Allocation</td>
<td>Prior Year Program</td>
<td>FY21-22</td>
<td>FY22-23</td>
<td>FY23-24</td>
<td>FY24-25</td>
<td>Out years FY26-29</td>
</tr>
<tr>
<td>-------------</td>
<td>-------------</td>
<td>---------------------</td>
<td>-------</td>
<td>------------------</td>
<td>-------------------------------</td>
<td>-------------------------------</td>
<td>---------------------</td>
<td>---------</td>
<td>---------</td>
<td>---------</td>
<td>---------</td>
<td>-------------------</td>
</tr>
<tr>
<td>Redondo Beach</td>
<td>MR312.06</td>
<td>Pacific Coast Highway improvements from Anita St to Palos Verdes Blvd</td>
<td></td>
<td>$1,400,000</td>
<td>$0</td>
<td>$1,400,000</td>
<td>$1,400,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Redondo Beach</td>
<td>MR312.07</td>
<td>Pacific Coast Highway at Torrance Blvd intersection improvements (Northbound right turn lane)</td>
<td></td>
<td>$936,000</td>
<td>$0</td>
<td>$936,000</td>
<td>$936,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Redondo Beach</td>
<td>MR312.08</td>
<td>Pacific Coast Highway at Palos Verdes Blvd intersection improvements (WB right turn lane)</td>
<td></td>
<td>$389,000</td>
<td>$0</td>
<td>$389,000</td>
<td>$389,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Redondo Beach</td>
<td>MR312.13</td>
<td>Aviation Blvd at Artesia Blvd intersection improvements (Completed) (Eastbound right turn lane)</td>
<td></td>
<td>$22,000</td>
<td>$0</td>
<td>$22,000</td>
<td>$22,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Redondo Beach</td>
<td>MR312.14</td>
<td>Inglewood Ave at Manhattan Beach Blvd intersection improvements (Eastbound right turn lane)</td>
<td>Completed</td>
<td>$30,000</td>
<td>$0</td>
<td>$30,000</td>
<td>$30,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Redondo Beach</td>
<td>MR312.20</td>
<td>Aviation Blvd at Artesia Blvd intersection improvements (Northbound right turn lane)</td>
<td>Chg</td>
<td>$847,000</td>
<td>$1,060,000</td>
<td>$1,907,000</td>
<td>$1,400,000</td>
<td>$150,000</td>
<td>$910,000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Redondo Beach</td>
<td>MR312.38</td>
<td>PCH at Anita St Improvements (left and right turn lane)</td>
<td></td>
<td>$2,400,000</td>
<td>$0</td>
<td>$2,400,000</td>
<td>$800,000</td>
<td>$1,600,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Redondo Beach</td>
<td>MR312.42</td>
<td>Inglewood Ave at Manhattan Beach Blvd intersection improvements (Southbound right turn lane)</td>
<td>Completed</td>
<td>$3,175,000</td>
<td>$0</td>
<td>$3,175,000</td>
<td>$5,175,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Redondo Beach</td>
<td>MR312.58</td>
<td>Pacific Coast Highway from Calle Mayor to Janet Lane Safety Improvements (Completed)</td>
<td></td>
<td>$500,000</td>
<td>$0</td>
<td>$500,000</td>
<td>$500,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Torrance</td>
<td>MR312.10</td>
<td>Pacific Coast Highway at Hawthorne Blvd Intersection Improvements</td>
<td>Chg</td>
<td>$412,266,000</td>
<td>$18,863,330</td>
<td>$431,129,330</td>
<td>$281,376,000</td>
<td>$59,898,330</td>
<td>$38,750,000</td>
<td>$51,305,000</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Lead Agency</td>
<td>Project No.</td>
<td>Project Description</td>
<td>Notes</td>
<td>Prior Allocation</td>
<td>Recommended Allocation Change</td>
<td>Recommended Current Allocation</td>
<td>Prior Year Program</td>
<td>FY21-22</td>
<td>FY22-23</td>
<td>FY23-24</td>
<td>FY24-25</td>
<td>Out years</td>
</tr>
<tr>
<td>-------------</td>
<td>-------------</td>
<td>---------------------</td>
<td>-------</td>
<td>------------------</td>
<td>-------------------------------</td>
<td>-------------------------------</td>
<td>-------------------</td>
<td>---------</td>
<td>---------</td>
<td>---------</td>
<td>---------</td>
<td>----------</td>
</tr>
<tr>
<td>SBCCOG</td>
<td></td>
<td>SBCCOG Program Administration (.05% of $400M transfer, $2M total through 2039)</td>
<td>$0</td>
<td>$1,000,000</td>
<td>$1,000,000</td>
<td>$0</td>
<td>$125,000</td>
<td>$125,000</td>
<td>$125,000</td>
<td>$125,000</td>
<td>$500,000</td>
<td>TOTAL SBCCOG</td>
</tr>
<tr>
<td>Carson</td>
<td></td>
<td>Carson Circuit: Fashion Outlet Regional Transit Center</td>
<td>$0</td>
<td>$3,525,000</td>
<td>$3,525,000</td>
<td>$0</td>
<td>$1,380,000</td>
<td>$2,145,000</td>
<td>TOTAL CARSON</td>
<td>$0</td>
<td>$3,525,000</td>
<td>$3,525,000</td>
</tr>
<tr>
<td>Gardena</td>
<td></td>
<td>GTrans: Purchase of up to 15 expansion buses</td>
<td>$0</td>
<td>$12,375,000</td>
<td>$12,375,000</td>
<td>$0</td>
<td>$4,950,000</td>
<td>$7,425,000</td>
<td>TOTAL GARDENA</td>
<td>$0</td>
<td>$14,375,000</td>
<td>$14,375,000</td>
</tr>
<tr>
<td>Redondo Beach</td>
<td></td>
<td>Beach Cities Transit: Transit Operations &amp; Maintenance Facility</td>
<td>$0</td>
<td>$32,090,555</td>
<td>$32,090,555</td>
<td>$0</td>
<td>TOTAL REDONDO BEACH</td>
<td>$0</td>
<td>$32,090,555</td>
<td>$32,090,555</td>
<td>$0</td>
<td>$0</td>
</tr>
</tbody>
</table>

**Measure R: Dicennial Transit Transfer - South Bay**
THIS PAGE LEFT INTENTIONALLY BLANK
South Bay Cities Council of Governments

January 28, 2021

To: SBCCOG Transportation Committee (2/8/21 meeting)
    SBCCOG Infrastructure Working Group (2/10/21 meeting)
    SBCCOG Board of Directors (2/25/21 meeting)

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

Re: FY 21-22 Measure M Multi-Year Sub-Regional Programs Metro Budget Request
    Recommended Projects and Funding Commitments

Adherence to Strategic Plan:
 Goal A: Environment, Transportation, and Economic Development. Facilitate, implement, and/or
educate members and others about environmental, transportation, and economic development
programs that benefit the South Bay. Strategy 5 – Actively pursue opportunities for infrastructure
funding for member agencies.

BACKGROUND
Measure M includes four South Bay sub-regional programs funded within the Highway Sub-
fund: the Highway Operational Improvements Program (HOIP), two Transportation System
Mobility Improvement Programs (TSMIP I and TSMIP II), and the Sub-Regional Equity
Program (SREP). The ordinance restricts use of funding available within each category to the
annual amounts programmed in the Measure M Expenditure Plan.

SBCCOG’s Metro Budget Request includes an estimate of the annual funding needed to
reimburse project expenses over the upcoming fiscal years. Most projects can be completed
within five years, but some complex projects with complex environmental or right of way phases
may take longer. The funding needed beyond five years for these more complex projects is added
in subsequent annual Metro Budget Requests.

It is not uncommon for initial conceptual cost estimates to increase once design has been
completed and right of way needs are established. As part of the annual program update process,
SBCCOG staff worked with Metro and lead agency staff to identify current projects that will
require additional funding to complete construction or their current project phase. SBCCOG
staff also solicited applications for new project requests. In December 2020, SBCCOG staff
received funding augmentation requests for six (6) existing Measure M or Measure R projects,
and two (2) applications for new projects. SBCCOG staff is recommending a total of
$28,415,320 in Measure M MSP funding to the following existing and new projects:

EXISTING PROJECTS:
- **City of Torrance: $2,157,200 in TSMIP 1 funds for MM4601.05.** This project, the
  Torrance Schools Safety and Accessibility Program, was previously approved by the
  SBCCOG Board of Directors and Metro as part of the initial 5-year program of projects
  in 2019. Funding needed in FY23-24 was not programmed by Metro during the initial
  approval because it fell outside of their programming window. This action does not
  allocate any new funding to this project, but a SBCCOG request for the additional
funding year is required by Metro and to allocate the project’s FY23-24 funding that was previously approved by the SBCCOG.

- **City of Manhattan Beach: $7,310,000 in TSMIP 2 funds for MM5508.04.** This project, the Manhattan Beach Advanced Traffic Signal System (MBATS) Phase 1, was previously approved by the SBCCOG Board of Directors. The City is requesting additional funding to implement MBATS Phase 2. Total project cost has gone from an estimated $5.44 million to approximately $12.75 million.

- **City of Los Angeles: $17,518,670 in TSMIP 2 funds for Alameda St (South) Widening from Anaheim St to Harry Bridges Blvd.**
  
  This request is for additional funding to complete construction for existing Measure R SBHP project MR312.48. Design for the project has been completed, but due to extensive unforeseen costs associated with CPUC and railroad requirements, additional funding is required for construction.

  Although the project was initially funded with Measure R, an additional $17.518 million is needed to complete construction, for a total project cost of approximately $41.668 million. Due to the size of the increase, SBCCOG staff assigned the new increment to SBCCOG’s Measure M Multi-Year Sub-Regional Programs. Consequently, the project appears on both the Measure R and M Excel spreadsheets.

  The total Measure R and M allocation to this project is $35 million.

NEW PROJECTS:
- **City of Manhattan Beach: $1,200,000 in TSMIP 2 funds for Manhattan Beach Blvd and Aviation Blvd East-Bound Left-Turn Improvements.** This is a new project request to fund the PAED, PS&E, and Construction phases.

- **City of Rolling Hills Estates: $229,450 in TSMIP 2 funds for Rolling Hills Road Bike Lanes.** This is a new project request to fund the PAED and PS&E phases.

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

Subsequent to SBCCOG Board action, the Measure M MSP Metro Budget Requests will be transmitted to Metro for their staff review of project eligibility. If Metro staff identifies any eligibility concerns, those concerns will be provided to SBCCOG and Lead Agency staff. Metro is expected to act on the item in June-August 2021.

**RECOMMENDATION**
Recommend SBCCOG Board of Directors approve the FY21-22 Measure M MSP Metro Budget Request.

Attachment:
Exhibit 1 – FY 2021-22 Funding allocations for Measure M MSP active projects and new project applications
## South Bay Multi-Year Subregional Plan - Transportation System & Mobility Improvements Program 1 (Expenditure Line 50)

<table>
<thead>
<tr>
<th>Lead Agency</th>
<th>Project No.</th>
<th>Project Description</th>
<th>Funding Phases</th>
<th>Notes</th>
<th>Prior Allocation</th>
<th>Recommended Alloc Change</th>
<th>Recommended Current Allocation</th>
<th>Prior Year Program</th>
<th>FY21-22</th>
<th>FY22-23</th>
<th>FY23-24</th>
<th>FY24-25</th>
<th>FY25-26</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inglewood</td>
<td>MM5502.02</td>
<td>ITS (Gaps) Closure Improvements</td>
<td>Construction</td>
<td></td>
<td>$13,500,000</td>
<td>$13,500,000</td>
<td>$13,500,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Inglewood</td>
<td>MM5502.03</td>
<td>Inglewood Intermodal Transit/Park and Ride Facility</td>
<td>PAED, PS&amp;E, Construction</td>
<td></td>
<td>$9,193,082</td>
<td>$9,193,082</td>
<td>$9,193,082</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Inglewood</td>
<td>MM5502.09</td>
<td>Prairie Ave Dynamic Lane Control System</td>
<td>PS&amp;E, Construction</td>
<td></td>
<td>$13,120,000</td>
<td>$13,120,000</td>
<td>$13,120,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LA City</td>
<td>MM4601.01</td>
<td>San Pedro Pedestrian Improvements</td>
<td>PAED, PS&amp;E, Construction</td>
<td></td>
<td>$7,245,710</td>
<td>$7,245,710</td>
<td>$1,230,655</td>
<td>$1,759,559</td>
<td>$4,255,496</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LA City</td>
<td>MM4601.02</td>
<td>Wilmington Neighborhood Street Improvements</td>
<td>PAED, PS&amp;E, Construction</td>
<td></td>
<td>$3,000,600</td>
<td>$3,000,600</td>
<td>$175,015</td>
<td>$587,538</td>
<td>$2,638,027</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LA City</td>
<td>MM4601.03</td>
<td>Avalon Promenade and Gateway</td>
<td>Construction</td>
<td></td>
<td>$8,050,000</td>
<td>$8,050,000</td>
<td>$0</td>
<td></td>
<td>$8,050,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LA County</td>
<td>MM5502.04</td>
<td>182nd St / Albertoni St Traffic Signal Synchronization Program</td>
<td>PAED, PS&amp;E, Construction</td>
<td></td>
<td>$4,228,500</td>
<td>$4,228,500</td>
<td>$0</td>
<td></td>
<td>$4,228,500</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LA County</td>
<td>MM5502.06</td>
<td>Van Ness Traffic Signal Synchronization Program</td>
<td>PAED, PS&amp;E, Construction</td>
<td></td>
<td>$1,702,000</td>
<td>$1,702,000</td>
<td>$0</td>
<td></td>
<td>$1,702,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LA County</td>
<td>MM5502.07</td>
<td>Del Amo Blvd (East) Traffic Signal Synchronization Program</td>
<td>PAED, PS&amp;E, Construction</td>
<td></td>
<td>$1,324,500</td>
<td>$1,324,500</td>
<td>$0</td>
<td></td>
<td>$1,324,500</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LA County</td>
<td>MM4601.04</td>
<td>Westmont / West Athens Pedestrian Improvements</td>
<td>PAED, PS&amp;E, Construction</td>
<td></td>
<td>$6,682,000</td>
<td>$6,682,000</td>
<td>$999,600</td>
<td>$2,021,066</td>
<td>$3,663,334</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SBCCOG</td>
<td>MM5502.05</td>
<td>South Bay Fiber Network</td>
<td>Construction</td>
<td></td>
<td>$6,889,365</td>
<td>$6,889,365</td>
<td>$0</td>
<td></td>
<td>$6,889,365</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Torrance</td>
<td>MM4601.05</td>
<td>Torrance Schools Safety and Accessibility Program*</td>
<td>PS&amp;E, Construction</td>
<td></td>
<td>$5,027,800</td>
<td>$2,157,200</td>
<td>$7,385,000</td>
<td>$2,498,100</td>
<td>$5,838,000</td>
<td>$790,000</td>
<td>$2,157,200</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rolling Hills Estates</td>
<td>MM5502.08</td>
<td>Palos Verdes Drive North at Dapplegray School</td>
<td>PAED, PS&amp;E, ROW, Construction</td>
<td></td>
<td>$1,554,300</td>
<td>$1,554,300</td>
<td>$114,300</td>
<td>$1,440,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### TSMP 1 TOTAL PROGRAMMING AMOUNT

- **$81,517,857**
- **$2,157,200**
- **$83,675,057**
- **$47,680,157**
- **$7,247,363**
- **$26,590,157**
- **$2,157,200**
- **$0**
- **$0**

## South Bay Multi-Year Subregional Plan - South Bay Highway Operation Improvements (Expenditure Line 63)

<table>
<thead>
<tr>
<th>Lead Agency</th>
<th>Project No.</th>
<th>Project Description</th>
<th>Funding Phases</th>
<th>Notes</th>
<th>Prior Allocation</th>
<th>Recommended Alloc Change</th>
<th>Recommended Current Allocation</th>
<th>Prior Year Program</th>
<th>FY21-22</th>
<th>FY22-23</th>
<th>FY23-24</th>
<th>FY24-25</th>
<th>FY25-26</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carson</td>
<td>MM5507.02</td>
<td>Carson Street ITS Project</td>
<td>PAED, PS&amp;E, Construction</td>
<td></td>
<td>$700,000</td>
<td>$0</td>
<td>$700,000</td>
<td>$550,000</td>
<td>$700,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Carson</td>
<td>MM5507.03</td>
<td>Sepulveda Blvd Widening from Alameda St to ICTF</td>
<td>PS&amp;E, Construction</td>
<td></td>
<td>$6,019,999</td>
<td>$0</td>
<td>$6,019,999</td>
<td>$1,535,437</td>
<td>$2,562,607</td>
<td>$1,921,955</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gardena</td>
<td>MM5507.04</td>
<td>Redondo Beach Blvd Arterial Improvements</td>
<td>PAED, PS&amp;E, Construction</td>
<td></td>
<td>$5,567,000</td>
<td>$0</td>
<td>$5,567,000</td>
<td>$104,000</td>
<td>$516,000</td>
<td>$2,320,000</td>
<td>$2,627,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hawthorne</td>
<td>MM5507.01</td>
<td>North East Hawthorne Mobility Improvement Project</td>
<td>PS&amp;E, ROW, Construction</td>
<td></td>
<td>$2,000,000</td>
<td>$0</td>
<td>$2,000,000</td>
<td>$250,000</td>
<td>$950,000</td>
<td>$800,000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Inglewood</td>
<td>MM5507.05</td>
<td>Manchester Blvd/Prairie Ave ITS &amp; Traffic Signal Improvements</td>
<td>PAED, PS&amp;E</td>
<td></td>
<td>$500,000</td>
<td>$0</td>
<td>$500,000</td>
<td>$0</td>
<td>$500,000</td>
<td>$6,300,000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Inglewood</td>
<td>MM5507.06</td>
<td>Downtown ITS</td>
<td>PAED, PS&amp;E, Construction</td>
<td></td>
<td>$7,300,000</td>
<td>$0</td>
<td>$7,300,000</td>
<td>$0</td>
<td>$500,000</td>
<td>$500,000</td>
<td>$6,300,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LA County</td>
<td>MM5507.07</td>
<td>Avalon Blvd TSSP in the City of Carson</td>
<td>PAED, PS&amp;E, Construction</td>
<td></td>
<td>$1,530,000</td>
<td>$0</td>
<td>$1,530,000</td>
<td>$130,000</td>
<td>$700,000</td>
<td>$700,000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Metro</td>
<td>MM5507.08</td>
<td>1-110 Southbound Off-Ramp to PCH</td>
<td>PAED, PS&amp;E</td>
<td></td>
<td>$5,781,000</td>
<td>$0</td>
<td>$5,781,000</td>
<td>$1,850,000</td>
<td>$1,600,000</td>
<td>$800,000</td>
<td>$1,531,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Metro</td>
<td>MM5507.09</td>
<td>I-105/I-110 Separation</td>
<td>PAED, PS&amp;E</td>
<td></td>
<td>$17,500,000</td>
<td>$0</td>
<td>$17,500,000</td>
<td>$5,000,000</td>
<td>$6,500,000</td>
<td>$5,000,000</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### HOP TOTAL PROGRAMMING AMOUNT

- **$46,897,999**
- **$0**
- **$46,897,999**
- **$7,419,437**
- **$9,978,607**
- **$13,541,955**
- **$15,958,000**
- **$0**
- **$0**

17
<table>
<thead>
<tr>
<th>Lead Agency</th>
<th>Project No.</th>
<th>Project Description</th>
<th>Funding Phases</th>
<th>Notes</th>
<th>Prior Allocation</th>
<th>Recommended Alts Change</th>
<th>Recommended Current Allocation</th>
<th>Prior Year Program</th>
<th>FY21-22</th>
<th>FY22-23</th>
<th>FY23-24</th>
<th>FY24-25</th>
<th>FY25-26</th>
</tr>
</thead>
<tbody>
<tr>
<td>Manhattan Beach</td>
<td>MM4602.03</td>
<td>Diamond St to Flagler Ln Bicycle Lane</td>
<td>PAED, PS&amp;E, Construction</td>
<td>$1,833,877</td>
<td>$0</td>
<td>$1,833,877</td>
<td>$1,833,877</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>El Segundo</td>
<td>MM4602.02</td>
<td>El Segundo Blvd Improvements</td>
<td>PAED, PS&amp;E, Construction</td>
<td>$4,050,000</td>
<td>$0</td>
<td>$4,050,000</td>
<td>$465,000</td>
<td>$3,585,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hawthorne</td>
<td>MM4603.03</td>
<td>Hawthorne Moneta Garden Mobility Improvements</td>
<td>PAED, ROW, Construction</td>
<td>$3,320,000</td>
<td>$0</td>
<td>$3,320,000</td>
<td>$1,000,000</td>
<td>$1,220,000</td>
<td>$1,100,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hawthorne</td>
<td>MM5508.07</td>
<td>Rosawren Ave Mobility Improvement Project, Phase 2 from Prairie Ave to Creamhaw Blvd</td>
<td>PAED, PS&amp;E</td>
<td>$260,000</td>
<td>$0</td>
<td>$260,000</td>
<td>$20,000</td>
<td>$20,000</td>
<td>$40,000</td>
<td>$180,000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hawthorne</td>
<td>MM5508.08</td>
<td>Creamhaw Blvd Signal Improvement and Intersection Capacity Enhancements</td>
<td>PAED, PS&amp;E</td>
<td>$260,000</td>
<td>$0</td>
<td>$260,000</td>
<td>$20,000</td>
<td>$20,000</td>
<td>$40,000</td>
<td>$180,000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hermosa Beach</td>
<td>MM5508.09</td>
<td>Pacific Coast Hwy Mobility and Accessibility Improvements Project</td>
<td>PID, PAED</td>
<td>$1,800,000</td>
<td>$0</td>
<td>$1,800,000</td>
<td>$300,000</td>
<td>$400,000</td>
<td>$600,000</td>
<td>$500,000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Inglewood</td>
<td>MM4602.06</td>
<td>First/Last Mile Improvements</td>
<td>PAED, PS&amp;E, Construction</td>
<td>$6,500,000</td>
<td>$0</td>
<td>$6,500,000</td>
<td>$0</td>
<td>$500,000</td>
<td>$1,500,000</td>
<td>$4,500,000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Inglewood</td>
<td>MM5508.10</td>
<td>Changeable Message Signs</td>
<td>PAED, PS&amp;E</td>
<td>$1,000,000</td>
<td>$0</td>
<td>$1,000,000</td>
<td>$0</td>
<td>$1,000,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LA City</td>
<td>MM4602.04</td>
<td>Crossing Upgrades and Pedestrian Improvements</td>
<td>PAED, PS&amp;E, Construction</td>
<td>$3,260,625</td>
<td>$0</td>
<td>$3,260,625</td>
<td>$652,125</td>
<td>$1,308,770</td>
<td>$1,299,730</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LA City</td>
<td>MM5508.01</td>
<td>Signal Operational Improvements</td>
<td>PAED, PS&amp;E, Construction</td>
<td>$2,500,000</td>
<td>$0</td>
<td>$2,500,000</td>
<td>$470,000</td>
<td>$90,000</td>
<td>$1,940,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LA City</td>
<td>MM5508.02</td>
<td>ATSAC Communication System Improvement in San Pedro</td>
<td>PAED, PS&amp;E</td>
<td>$2,500,000</td>
<td>$0</td>
<td>$2,500,000</td>
<td>$1,000,000</td>
<td>$1,500,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LA City</td>
<td>MM5508.03</td>
<td>ATSAC Communications Network Integration with LA County</td>
<td>PAED, PS&amp;E</td>
<td>$2,500,000</td>
<td>$0</td>
<td>$2,500,000</td>
<td>$200,000</td>
<td>$400,000</td>
<td>$1,400,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LA County</td>
<td>MM4602.05</td>
<td>Dominguez Channel Greenway</td>
<td>PAED, PS&amp;E</td>
<td>$3,260,000</td>
<td>$0</td>
<td>$3,260,000</td>
<td>$408,000</td>
<td>$259,500</td>
<td>$2,932,500</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LA County</td>
<td>MM4602.07</td>
<td>Westminster/West Athens Pedestrian Improvements, Phase 2</td>
<td>PAED, PS&amp;E</td>
<td>$1,165,000</td>
<td>$0</td>
<td>$1,165,000</td>
<td>$80,000</td>
<td>$80,000</td>
<td>$625,000</td>
<td>$380,000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Manhattan Beach</td>
<td>MM5508.04</td>
<td>Advanced Traffic Signal System</td>
<td>PAED, Construction</td>
<td>$5,440,000</td>
<td>$7,310,000</td>
<td>$12,750,000</td>
<td>$5,640,000</td>
<td>$1,800,000</td>
<td>$5,310,000</td>
<td>$2,000,000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Palos Verdes Estates</td>
<td>MM5508.11</td>
<td>Palos Verdes Drive West Corridor Expansion Project</td>
<td>PAED, PS&amp;E</td>
<td>$677,000</td>
<td>$0</td>
<td>$677,000</td>
<td>$519,000</td>
<td>$519,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Palos Verdes Estates</td>
<td>MM5508.12</td>
<td>Western Ave Congestion Improvements (25th St to Palos Verdes Dr North)</td>
<td>PSR, PAED</td>
<td>$1,330,000</td>
<td>$0</td>
<td>$1,330,000</td>
<td>$90,000</td>
<td>$120,000</td>
<td>$1,000,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Redondo Beach</td>
<td>MM4602.08</td>
<td>North Redondo Beach Bikeway (HRBB) Extension - Fenton Ln to Inglewood Ave</td>
<td>PAED, PS&amp;E, Construction</td>
<td>$1,000,000</td>
<td>$0</td>
<td>$1,000,000</td>
<td>$500,000</td>
<td>$500,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Redondo Beach</td>
<td>MM4602.09</td>
<td>North Redondo Beach Bikeway (HRBB) Extension - Inglewood Ave</td>
<td>PAED, PS&amp;E, Construction</td>
<td>$200,000</td>
<td>$0</td>
<td>$200,000</td>
<td>$60,000</td>
<td>$140,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Redondo Beach</td>
<td>MM5508.05</td>
<td>Redondo Beach Transit Center and Park and Ride</td>
<td>Construction</td>
<td>$7,250,000</td>
<td>$0</td>
<td>$7,250,000</td>
<td>$4,500,000</td>
<td>$2,750,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Redondo Beach</td>
<td>MM5508.13</td>
<td>Traffic Signal Communications and Network System</td>
<td>PAED, PS&amp;E, Construction</td>
<td>$2,000,000</td>
<td>$0</td>
<td>$2,000,000</td>
<td>$200,000</td>
<td>$1,800,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Torrance</td>
<td>MM5508.06</td>
<td>Transportation Management System Improvements</td>
<td>PAED, Construction</td>
<td>$390,000</td>
<td>$0</td>
<td>$390,000</td>
<td>$390,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Torrance</td>
<td>MM5508.07</td>
<td>Torrance Transit Park &amp; Ride Regional Terminal (Additional funds for existing Measure R Project MR312.23)</td>
<td>Construction</td>
<td>$1,631,000</td>
<td>$0</td>
<td>$1,631,000</td>
<td>$0</td>
<td>$1,631,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Torrance</td>
<td>MM5508.08</td>
<td>Crenshaw Blvd Improvements from Del Amo to Dominguez St (Additional funds for Measure R Project MR312.60)</td>
<td>Construction</td>
<td>$609,000</td>
<td>$0</td>
<td>$609,000</td>
<td>$0</td>
<td>$609,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LA City</td>
<td>MM5508.09</td>
<td>Alameda St (South) Widening from Aqueduct St to Harry Bridges Blvd</td>
<td>Construction</td>
<td>$0</td>
<td>$17,518,670</td>
<td>$17,518,670</td>
<td>$0</td>
<td>$5,000,000</td>
<td>$30,000,000</td>
<td>$4,518,670</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Manhattan Beach</td>
<td>MM5508.10</td>
<td>Manhattan Beach Blvd and Aviation Blvd East-Bound Left-Turn Improvements</td>
<td>PAED, PS&amp;E, Construction</td>
<td>$1,200,000</td>
<td>$0</td>
<td>$1,200,000</td>
<td>$0</td>
<td>$200,000</td>
<td>$1,000,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rolling Hills Estates</td>
<td>MM5508.11</td>
<td>Rolling Hills Road Biki Lanes</td>
<td>PAED, PS&amp;E</td>
<td>$229,450</td>
<td>$0</td>
<td>$229,450</td>
<td>$0</td>
<td>$180,720</td>
<td>$16,500</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**TSMIP 2 TOTAL PROGRAMMING AMOUNT**

|                  |                  |                  |                  |                  | $182,992,358 | $28,415,320 | $221,407,678 | $71,447,576 | $36,347,490 | $61,222,242 | $37,871,700 | $4,518,670 | $0 |

*Additional allocation was previously approved by SBCCGO, but was beyond Metro’s programming window. This allocation is the final allocation for the project.*
February 1, 2021

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

FROM:        Steve Lantz, SBCCOG Transportation Director

RE:          SBCCOG Transportation Update Covering January 2021

**Adherence to Strategic Plan:**

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

**Federal**

*New Administration Unveils Transformative “Build Back Better” Infrastructure Plan*

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

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

New Transportation Secretary Pete Buttigieg during his Senate Confirmation hearing defended the new administration’s climate change priorities, supported improved pedestrian safety street improvement initiatives, and committed to work with Congress to identify specific long-term funding solutions including potential adjustments to existing user fees, or shifting toward a national program that would charge drivers for the miles they travel.
COVID-19 May Prompt Changes In California’s Transportation Revenue Sources

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

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

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

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

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

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

Android Phones Can Now Be Used As Metro TAP Cards

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

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

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

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

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

COVID 19’s Silver Lining: Dramatic Reduction in Pedestrian-Vehicle Collisions in L. A. Total pedestrian-vehicle collisions in L. A. City in 2020 fell by 70%, to 1,135, down from the 3,733 collisions reported in 2019.

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

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

On January 8th Inglewood unveiled its draft environmental impact report (DEIR) for the proposed Inglewood Transit Connector (ITC) project, a 1.6-mile, fully elevated and electrically powered automated light-rail system. The city is soliciting public review and comment of the document through February 8, 2021. Upon completion, the $1 billion project — which includes construction of three stations — would close the last-mile gap between the Crenshaw/LAX light rail line and the emerging Inglewood Entertainment District on the site of the former Hollywood Park. The project area is bounded by the Crenshaw/LAX Line to the north, Century Boulevard to the south; the SoFi Stadium, The Forum and a new Clippers Arena to the east; and La Brea Avenue to the west. Ridership on the elevated train is projected to range from 3,098 daily passengers on nonevent days to 25,056 on National Football League game days.
Los Angeles Applies Recycled Plastic Asphalt On First Major City Street
As part of a new sustainability pilot project, a portion of 1st Street between Grand Avenue and Hope Street in downtown Los Angeles was resurfaced with recycled plastic asphalt. This application of recycled plastic asphalt is the first of its kind on a major city street.

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

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

Trends

Fiat Chrysler/Archer Partnership Plans To Offer Mass-Produced Flying Cars By 2024
On Jan. 12th, the electric aviation company Archer announced it is partnering with Fiat Chrysler Automobiles to mass-produce its aircraft starting in 2023. Archer, Joby and Beta are competing to roll out vertical take-off and landing aircraft intended to provide faster, sustainable, and affordable urban transportation.

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

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

All EVs by 2035? California Energy Commission Report Shows Challenges
A new California Energy Commission study of the state’s EV charging infrastructure predicts that more than 1.5 million EV chargers will be needed by 2030 in California alone, which is three times the 500,000 charging stations that President Biden has promised to build throughout the nation by 2030.

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

Today, the state has 67,000 chargers available to the public and the CEC doesn't know where the additional 62,000 chargers needed five years from now will come from. And that doesn’t include the 157,000 fast-charging stations needed for an estimated 180,000 electric delivery vans, box trucks and tractor-trailers that are also on the way. On top of the number of chargers, trucks offer an additional challenge since they operate all day on rigid schedules and start charging after 5 p. m. during the evening peak.
The CEC assumed that the state would continue to use its existing time-of-use electricity rates. To steer users toward the quiet times, those rates drop precipitously at midnight. Why midnight? That’s when current electricity rates drop significantly. By 2030 — five years short of the state's all-electric sales goal — the state would need an additional 3,600 megawatts of power during a new peak charging period starting at midnight. That would mean absorbing an increase in electricity demand at a normally sleepy hour by up to 15% on weekdays and 16% on weekends. Expensive grid upgrades are likely needed to supply that much juice.

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

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

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

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

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

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

<table>
<thead>
<tr>
<th>February 2021</th>
<th>March 2021</th>
<th>April 2021</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Metro Budget Request Transit Recommendations</td>
<td>• Metro Budget Request</td>
<td>9. Metro South Bay Service Council</td>
</tr>
<tr>
<td>8. SBCCOG Transportation Committee Meeting</td>
<td>8. SBCCOG Transportation Committee Meeting</td>
<td>12. SBCCOG Transportation Committee Meeting</td>
</tr>
<tr>
<td>• Metro Budget Request Recommendations</td>
<td>• Metro Budget Request</td>
<td>12. SBCCOG Steering Committee Meeting</td>
</tr>
<tr>
<td>8. SBCCOG Steering Committee Meeting</td>
<td>8. SBCCOG Steering Committee Meeting</td>
<td>14. IWG Meeting</td>
</tr>
<tr>
<td>10. IWG Meeting</td>
<td>10. IWG Meeting</td>
<td>22. Metro Board Meeting</td>
</tr>
<tr>
<td>• Metro Budget Request Recommendations</td>
<td>• Metro Budget Request</td>
<td>22. SBCCOG Board Meeting</td>
</tr>
<tr>
<td>• Spotlight Topics Survey Results</td>
<td>• Spotlight: L. A. County Sanitation</td>
<td>18. SBCCOG General Assembly</td>
</tr>
<tr>
<td>• Spotlight: L. A. County Sanitation District Organic Waste Program</td>
<td>District Organic Waste Program</td>
<td>25. Metro Board Meeting</td>
</tr>
<tr>
<td>12. Metro South Bay Service Council</td>
<td>12. Metro South Bay Service Council</td>
<td>25. SBCCOG Board Meeting Dark due to General Assembly</td>
</tr>
<tr>
<td>25. Metro Board Meeting</td>
<td>25. Metro Board Meeting</td>
<td></td>
</tr>
<tr>
<td>25. SBCCOG Board Meeting</td>
<td>25. SBCCOG Board Meeting</td>
<td></td>
</tr>
</tbody>
</table>