South Bay Cities Council of Governments

Infrastructure Working Group (IWG)

AGENDA

Wednesday, May 13, 2020
12:00 pm – 1:00 p.m.

NOTE: The meeting will be conducted via Zoom

Please register in advance for this meeting by using this link:
https://zoom.us/meeting/register/tJcrcO6up_zszpHdLdLZ9f5z9qSncddIZY9ww%20
After registering, you will receive a confirmation email containing information about joining the meeting.

Future IWG meetings are scheduled to be held:
June 10, 2020   July 8, 2020   August 12, 2020

12:00 p.m.  March 11, 2020 IWG Meeting Notes Approval (Attachment A)

12:02 p.m.  Agency & Other Update Reports
- SBCCOG – Program update – Jacki Bacharach
- SOUTH BAY TRAFFIC FORUM, LA County DPW – Update
- Caltrans District 7 South Bay Projects – Update
- L. A. Metro - Updates
  - SBCCOG Metro Budget Request Update
  - L. A. Metro Board Actions - Update
  - Metro TAC & Streets and Freeway Subcommittee Actions

12:15 p.m.  COVID-19 Transportation Project Impacts, Response Challenges, Lessons Learned - Roundtable Discussion

12:45 p.m.  SBCCOG Appointments to Metro Technical Advisory Committee (Attachment B)

12:50 p.m.  Crenshaw/LAX Rail Project Cost Over-Run Funding (Attachments C-1, C-2)

12:55 p.m.  Measure R SBHP Decennial Transfer Policy Update

1:00 p.m.  Monthly Project Progress Report (Attachment D, to be distributed at meeting)

1:05 p.m.  3-Month Look Ahead (Attachment E)

1:10 p.m.  May SBCCOG Transportation Update (Attachment F)

1:15 p.m.  Announcements / Adjournment

NOTE: To include an item on the June 10th agenda, e-mail to lantzsh10@gmail.com by May 29th.
South Bay Cities Council of Governments  
Infrastructure Working Group Meeting Notes – March 11, 2020

Attendees: Chair Ted Semaan (Redondo Beach); Gilbert Marquez (Carson); William Mendoza (Gardena); Stephanie Katsouleas & Erik Zandvliet (Manhattan Beach); James Lee (Torrance Transit); Jimmy Shih (Caltrans); John Ickis & William Johnson (LA County DPW); Isidro Panuco & Nour Abou-Fadel (Metro); Jacki Bacharach, Steve Lantz & David Leger (SBCCOG); Vik Bapna (CWE); Steven Anderson (David Evans); Natasha DeBenon (Ghirardelli); Devin Dunbar (Graybar); Janna McKhann & Aaron Edwards (NextTech); Diego Cadena (WKE)

I. Self-Introduction and Approval of February 12, 2020 IWG Meeting Notes – Chair Ted Semaan called the meeting to order at 12:07 pm. The February 12, 2020 meeting notes were approved without objection.

II. Agency & Other Update Reports
A. SBCCOG: Ms. Bacharach reported that the new SBCCOG offices will be open for business April 1st if all goes according to plan. The SBCCOG Steering Committee approved the Measure R and M Metro Budget Requests at their last meeting. The General Assembly is scheduled to take place next Thursday but may be postponed to May or October dependent on the current health emergency. The South Bay Fiber Network currently has commitments from all cities except Lawndale and Metro is looking at adding additional sites.

B. South Bay Traffic Forum (LACDPW): Mr. Ickis reported that the contract documents are still being worked on for the County’s CENTRACS project. There are some minor delays in the Gardena/Carson Arterial Performance Measurement Project which have pushed back completion to April. The System Detection Analysis project is in design and the County will be reaching out to cities for collaboration on that project. Minor changes were made to the County’s TSSP projects. All updates are available on the report here: http://southbaycities.org/sites/default/files/infrastructure/HANDOUT_March%202020%20South%20Bay%20Traffic%20Forum%20Report.pdf

C. Caltrans District 7: Mr. Shih reported the I-405/Crenshaw Blvd project is scheduled to be listed for construction in May; The PCH CAPM project cooperative agreement will be started soon.

D. LA Metro
   1) LA Metro Board: no update given.
   2) Metro TAC & Streets and Freeway Subcommittee: Mr. Marquez announced that Dr. Maria Slaughter is no longer with the City of Carson. He requested that the SBCCOG consider new representatives to the Metro TAC. He also reported that there was information on Metro’s microtransit endeavors, Goods Movement Master Plan, and Purple Line Extension provided at the last meeting. Mr. Zandvliet reported that at the February Streets & Freeways meeting, they also received a presentation on Metro’s microtransit pilot projects, future open streets funding for CicLaVia type events, and the Measure Up online tool license renewal.

III. Applications Submitted for FY20-25 Measure M MSPs & Measure R SBHP Metro Budget Requests Updates
Mr. Lantz reported that the SBCCOG’s Steering Committee recently approved the two Metro Budget Requests (MBR). The Steering Committee acts as the SBCCOG’s Board of Directors meeting due to no Board Meeting being scheduled in the month of March. The Measure M MBR contains only highway projects while the Measure R MBR also includes proposed transit capital projects subject to approval of the Decennial Measure R Transfer Policy. If approved as recommended by the Metro Board, the Measure R MBR uses up almost all funding through 2039 as there is no annual allocation limit in Measure R. There is approximately $40-50M reserved for “cost to complete” expenses and some cost increases. Mr. Lantz reminded city staff in attendance that it is critical to begin working on funding agreement documentation as early as possible to facilitate a timely start to projects.

IV. Measure R Decennial Transfer Policy Update
Mr. Lantz provided a brief update on the county-wide decennial Measure R Transfer Policy and the SBHP Transfer Program. The Metro Board is expected to vote on the policy by May and would give staff approximately six months to return with administrative guidelines. It is likely that any transit capital projects would not receive funding until after the completion of the guidelines.

V. Spotlight Presentation: Illegal Dumping
This spotlight presentation was postponed.
VI.  **Monthly Project Progress Report**
Due to Metro’s recent elimination of the monthly reporting requirement, SBCCOG staff has produced a new monthly status report, available online here:

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

VIII.  **Announcements & Adjournment**
Chair Semaan adjourned the meeting at 12:53 p.m. until April 8, 2020 (public meeting). To include an item on the agenda, please email Steve Lantz (lantzsh10@gmail.com) by April 1, 2020.
May 13, 2020

TO: SBCCOG Infrastructure Working Group

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

SUBJECT: Opportunity to Represent SBCCOG on Metro Transportation Advisory Committee

The South Bay Cities Council of Governments is helping recruit new representatives from the South Bay subregion to serve on Metro’s Transportation Advisory Committee (TAC). The South Bay is entitled to have one member and one alternate on each committee. Appointments are made by the League of California Cities, L. A. County Division. Due to recent staffing changes, our current representatives from Carson have requested the SBCCOG solicit new representatives.

The Metro TAC is required by a 1977 state law. It’s 35 members provide technical assistance to Metro staff and board members by reviewing and evaluating the various transportation project and policy proposals and alternatives within Los Angeles County including: funding, operation, construction and maintenance of streets and freeways projects, bus and rail transit programs, demand and system management, accessibility for the disabled and air quality and sustainability improvements.

TAC normally meets on the first Wednesday of every month at 9:30 a.m. at Metro Headquarters Building, One Gateway Plaza, Los Angeles, CA 90012-2952. More information on TAC’s structure and agendas is available at: [https://www.metro.net/about/tac/](https://www.metro.net/about/tac/). However, during the COVID-19 pandemic, TAC meetings will be held virtually at the same date/time until further notice.

Please let David Leger know if you are interested in representing the South Bay on the TAC by Friday, May 29th.

David can be reached at: davidl@southbaycities.org.
April 23, 2020

Jacki Bacharach
Executive Director
South Bay Cities Council of Governments
2355 Crenshaw Blvd., # 125
Torrance, CA 90501

Dear Ms. Bacharach:

This letter supercedes the prior, related correspondence dated April 22, 2020.

With regard to funding cost increases on the Crenshaw/LAX Transit Project, I have discussed this matter with the Chair, Mayor Butts who is representing the City of Inglewood and the South Bay Cities Council of Governments (SBCCOG). I understand the SBCCOG is willing to support the use of local funds to pay its proportionate share of the $90 million cost increase for the Crenshaw/LAX Transit Project.

The Project requires additional funding to address a $90 million increase in the budget. Metro Board policy requires that staff evaluate the use of local funding sources to address a cost increase to a Measure R or M project prior to other countywide sources that could impact other subregions. Our analysis has found that there are Measure M Subregional Equity Program (SEP) funds and Measure R highway funds that might be potentially available from the South Bay and other applicable subregions.

Mayor Butts has conveyed to me that he and the SBCCOG will support the use of the subregional equity program for the South Bay’s share of the $90 million cost increase, so long as Metro staff commits to recommending the funding for the Centinela Grade Separation Project which serves the region. This plan has been agendized for the April 23rd SBCCOG Board meeting. I would like to request from the SBCCOG, in a letter, the approval to apply the South Bay’s proportional percentage of subregional equity dollars that the SBCCOG has already earmarked for the Centinela Grade Separation Project. Metro staff will be presenting a progress update including their draft recommendation that the Centinela Grade Separation Project meets Metro’s Grade Separation criteria and a proposed full funding strategy and project timeline at the May Metro Planning and Programming Committee meeting.

Because of the local funding support for the Crenshaw/LAX Transit Project and the Centinela Grade Separation Project from Mayor Butts and the SBCCOG, I have committed to the Mayor my leadership in pursuing funding for the Centinela Grade Separation Project and will work with Metro staff, the city, and SBCCOG to identify available local, state, and federal funding sources that can fund the cost to complete these projects of regional significance at the time funds are needed for construction.

Sincerely,

Phillip A. Washington
Chief Executive Officer
April 28, 2020

Phillip A. Washington  
Chief Executive Officer  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012

Dear Mr. Washington:

The South Bay Cities Council of Governments (SBCCOG) Board of Directors reviewed your April 23, 2020 letter seeking use of Measure M South Bay Sub-Regional Equity Funds (local SEP funds) to partially pay for the $90 million cost overrun on the Crenshaw/LAX line. As you are aware the SBCCOG has previously committed its entire $130 million in our local SEP funds as a component of a Metro full-funding plan for delivery of the Centinela Grade Separation project on the Crenshaw/LAX line.

SBCCOG supports use of an appropriate proportionate share of the South Bay SEP funds for the Crenshaw/LAX line cost overrun with the following conditions:

1. Based on 37% of the Crenshaw Line being in the South Bay, the SBCCOG’s proportionate share of the cost overrun will not exceed $33.3 million ($90 million x .37);

2. Since the balance of the Crenshaw/LAX line is in the City of Los Angeles, the South Bay SEP funding is contingent on Metro securing the $56.7 million balance of the $90 million overrun from the Central Area Subregion and Westside Subregion SEP funds or from City of Los Angeles local funding sources;

3. This contribution share constitutes a one-time contribution on the condition that no further requests for additional South Bay sub-regional funding for the Crenshaw/LAX line will be sought by Metro; and,

4. Consistent with your commitment to Metro Chair and Inglewood Mayor James Butts, the SEP contribution to the Crenshaw/LAX cost overrun is contingent on Metro staff recommending a full-funding strategy and implementation timeline for the regional Centinela Grade Separation project by June 2020 that includes a maximum of $96.7 million in South Bay SEP funds (the remaining balance of the South Bay SEP funding).
The SBCCOG Board of Directors believes these contingencies are reasonable and appropriate to ensure that construction of the Crenshaw/LAX line is not delayed further and that the Centinela Grade Separation project will be delivered in a timely fashion.

With gratitude,

Christian Horvath, SBCCOG Chair
Redondo Beach City Councilman
## South Bay Measure R / Measure M Highway Programs

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  The Transportation Committee is dark in May | 4. Transit Operators Working Group  
  • COVID-19 / NextGen Recovery | 8. IWG Meeting  
  • SBHP Monthly Projects Status Report  
  • Spotlight: TBD |
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| 28. Metro Board meeting  
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  • Centinela Grade Separation funding | 25. Metro Board meeting  
  • Measure R Subfund Transfer Policy | 25. SBCCOG Board Meeting |
| 28. SBCCOG Board Meeting | 25. SBCCOG Board Meeting | TBD. Transit Operators Working Group |
TO: SBCCOG Infrastructure Working Group  
SBCCOG Transportation Committee  
SBCCOG Board of Directors

FROM: Steve Lantz, SBCCOG Transportation Director

RE: SBCCOG Transportation Update Covering April 2020

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.

Due to the COVID-19 Pandemic and its potential fiscal impacts, nearly all non-pandemic transportation initiatives have been put on hold. As a result, this update includes a new COVID-19 section expanding the Transportation Update to include Work-From-Home (WFH) news in the hope that this trend will thrive after the social distancing controls are lifted. Other news follows in the traditional format.

COVID-19

COVID-19 Recovery and Restoration Strategies Emerge
The stay-at-home orders have clearly shown the environmental and economic impacts (and sustainability benefits) of immobility. COVID-19 recovery will be gradual, and we will emerge from it into a different world. A wide range of strategies was suggested during April as planners begin to focus on the post COVID-19 “new normal”. A sample of some key ideas follows:

- To regain ridership, transit operators will need to continue their social distancing policies and deep cleaning long after the stay-at-home orders are lifted. Budgets will need to incorporate these ongoing costs. They will also need to determine how and when to resume collecting fares and whether to begin resuming service with transitional promotional fare programs.
- Public transit planning needs to account for an initial reluctance by the public to utilize transit. However, with demographics a primary driver, and with transit riders primarily low-income (often service workers), planners have an opportunity to ‘right size” the level of public transit services they will need to provide “access to opportunity” and high-quality, low-cost mobility options for those that will continue to rely on transit.
- Rather than simply restoring service according to previous patterns, transit operators could add service in response to demand and incorporate promising Next Gen Study routing and service recommendations to improve the speed, efficiency, responsiveness and reliability of bus service.
- The NextGen study identified more than $1 billion in infrastructure projects that could significantly improve transit speeds and reliability. Metro and the local jurisdictions could partner to fund and build the most productive near-term projects as an element of their recovery plans.
• Local jurisdictions have an opportunity to consider whether to replace low-ridership bus lines with on-demand service and microtransit services through contracts with transportation network companies or with their agency staff.
• Agencies that eliminate transit route segments need to explicitly consider the ongoing availability of Access Services for eligible riders parallel to the eliminated route.
• Transit operators should continue to implement the transition to a zero-emission fleet by 2035, potentially including battery-electric and fuel cell technologies.
• Public Works departments that are accelerating paving jobs during the Stay at Home travel period should not just repaint the current lane configurations, but should consider incorporating city-adopted re-stripping plans that provide bike lanes and other low-cost “complete streets” design changes. The SBCCOG has been on the forefront of this strategy with the development of the South Bay Local Travel Network that provides safe travel lanes and pathfinder street signage for a full-range of sustainable vehicles designed for speeds under 25 mph.
• Planners need to consider the changing role of mobility in supporting the emerging digital economy. Mobility is being dramatically redefined to improve the reliability, capacity and efficiency of our digitally-connected lives, with virtual space replacing office space as the crossroads for civic and commercial transactions.
• Working from home has expanded dramatically over night and it may become permanent at least for part of the work week and workforce. American workers doing their jobs from home has slowly but steadily increased in the last two decades, from 3.3 percent in 2000 to 5.2 percent in 2017. Surveys suggest anywhere from 29 percent to 43 percent of American workers could potentially do their jobs at home. COVID–19 may be the tipping point. Such a tidal wave will create major policy and infrastructure challenges for communities that have historically segregated work and residential life as well as positively impacted commute congestion.
• A recent PWC study showed that about half of businesses expect a dip in productivity during the pandemic due to a lack of remote work capabilities and clear policies regarding secure access to business records and proprietary information.
• Online shopping may also be at a tipping point. Instacart orders jumped 150% in the last month and Amazon reported grocery delivery orders up 50 times higher than normal. That translates into nearly a half million new jobs that may become permanent from the two companies alone. And the on-line models save trips and reduce congestion by being linked and routed for efficiency.

FEDERAL

$25 billion in CARES Act Transit Funding Allocations Released
The Federal Transit Administration announced on April 2nd the allocation of $24.925 billion in emergency appropriations to mass transit agencies across the country that was included in H.R. 748 – the Coronavirus Aid, Relief, and Economic Security (CARES) Act enacted on March 27th. The LA/Anaheim region was allocated $1.2 billion to be distributed under two existing federal formulas to eligible operators. L. A. Metro’s share is estimated to be $700-800 million. The federal funds do not require a match and can be used for operating expenses incurred after January 20, 2020, purchase of personal protective equipment, and paying administrative leave of operations personnel due to reductions in service.

The Federal Transit Administration (FTA) is working with local transit authorities to free up other capital grant resources to help them deal with COVID-19. Large operators are not normally
allowed to cover operating expenses with any of their Federal formula funding. However, if a governor declares an emergency and the FTA concurs, the FTA Emergency Relief Program (49 USC 5324) lets local transit agencies in those states use their federal transit formula funding to pay up to 80% of their operating costs, including the cost of activities aimed at containing COVID-19.

**Senate’s Next Coronavirus Relief Bill Will Not Include Infrastructure**

Senate Majority Leader Mitch McConnell (R-Ky.) said on April 28th that infrastructure will not be part of Congress's next coronavirus relief package, even as President Trump has pushed for it to be included. Instead, McConnell said the Senate will pass a "more modest" infrastructure bill "in the near future" without using borrowed money. That package is expected to build off a highway bill that passed the Senate Environment and Public Works Committee last year. One of the main hang-ups to getting a deal on infrastructure is how to pay for it.

**Federal Guidelines For Reopening Transit Being Finalized**

The Centers for Disease Control and Prevention (CDC) is finalizing guidelines as of the end of March for the phased reopening of the economy that include detailed recommendations for transit.

Restoring transit service will be key in what the CDC describes as a three-phase reopening process. The first phase deviates little from the social distancing recommendations and practices already in use. Phase 2 calls for reopening schools, allowing nonessential travel, and carefully opening large venues. Phase 3 would lift most restrictions but still recommend that large venues continue some social distancing.

The draft transit recommendations for helping prevent the spread of COVID-19 include: roping off rows of seats, marking where passengers should stand, regularly checking the temperature of workers, providing personal protective equipment for workers, and requiring or recommending passengers to wear face masks.

The guidelines also include recommended policies and procedures that most agencies have already adopted, such as wiping down bus interiors after every shift and requiring front-line workers to wear masks and isolating vulnerable transit workers from contact with passengers. Transit agencies are also recommended to consider reducing the maximum occupancy of buses and rail cars, continuing rear-door boarding, and increasing service frequency on busier routes and lines to limit crowding. The guidelines also recommend new buses and train cars be ordered with no-touch doors, no-touch trash cans and no-touch fare collection equipment.

**Federal Highway Fund’s Shortfall Grows Due To Plunging Gas Tax Revenues**

While Congress has focused much of its coronavirus relief legislation on helping struggling airlines and transit agencies, state highway officials are worried about another crisis on the horizon: plummeting gas tax revenues. While the Treasury Department has yet to release the April figures, experts are predicting a drop of 40% in gas tax revenues compared to last April.

The federal government largely pays for its roads, bridges and transit through general funds as a supplement to the Highway Trust Fund (HTF), which is funded with federal gas and diesel tax revenue. In January, the Congressional Budget Office projected that the HTF would run out of money in 2021. But the coronavirus — and the stay-at-home orders keeping people off the roads —likely will speed the HTF insolvency.

Following the lead of transit agencies and state governments hard hit by sales tax revenue reductions, the American Association of State Highway Transportation Officials wrote
congressional leadership on April 6th to request $50 billion in any forthcoming coronavirus-related spending bills.

Congress is also facing a September 30th deadline to extend the HTF law (PL 114-94. The pandemic has injected additional uncertainty and urgency into how and when they act. It may be easiest simply to extend the law and augment the HTF with a higher level of general funds to stimulate highway construction and maintenance jobs.

Volume Drops Sharply At Nation’s Major Ports
The nation’s major ports reported their first quarter volumes in April. The nation’s busiest port, the Port of Los Angeles, saw its container volumes plummet 30.9% to 449,568 from 650,977 the previous March. Total cargo volume for the first quarter was down 18.5% year-over-year. Neighboring Port of Long Beach, the No. 2 port facility in the U. S., also experienced a drop in the number of containers of 6.4%, processing 517,663 containers compared with 552,821 the previous March.

Volume at other West Coast, Gulf Coast and East Coast ports dropped 10-20%. Officials said that, although production in China is beginning to recover from the pandemic shut down, the dramatically reduced U. S. port volumes is expected to continue through the summer or longer as U. S. consumers and businesses continue on lockdown.

L. A. Cleantech Partnership Proposes $150 B Federal Electrification Stimulus Package
The public-private Transportation Electrification Partnership (TEP), led by the Los Angeles Cleantech Incubator (LACI), wrote a $150 billion federal stimulus proposal to create jobs, reduce air pollution and build climate resilience in Southern California.

The package calls for five key areas of investment: Manufacturing, assembly and adoption of EVs; Zero Emission infrastructure; Public transit & reduced vehicle miles traveled; Workforce development and training; and, Innovation ecosystem & related small businesses.

STATE

California Awards $95 Million For Inglewood Transit Connector
The California State Transportation Agency (CalSTA) awarded $222 million in Transit and Intercity Rail Capital Program (TIRCP) grants for transformative transit and rail projects in Los Angeles County as part of $500 million in statewide awards. The grant program includes $95 million for the new 1.6-mile Inglewood Transit Connector rail line that will link the Metro Crenshaw/LAX rail line with Inglewood’s new residential, sports and entertainment complex.

The state also made significant investments in increased rail service on the Metrolink Antelope Valley Line, including demonstration of zero emission rail service, and acquisition of 30 zero emission buses for expanded services operated by Antelope Valley Transit Authority, Long Beach Transit, Torrance Transit, and Santa Monica Big Blue Bus.

State To Shift CEQA Goal From Congestion Reduction to Vehicle Miles Traveled Reduction
Starting Sept. 15th, highway projects that begin their required analysis under the California Environmental Quality Act (CEQA) will have to demonstrate that there will be no increase in driving as a result of the project’s completion. That means adding capacity will need to be offset by mitigations that reduce vehicular miles traveled.

In the past, agencies preparing CEQA environmental analyses had to analyze potential projects on state highways and freeways to determine how they would affect traffic congestion. It was
considered a negative if a project would worsen traffic, a positive if traffic congestion would be reduced. This metric was called “level of service (LOS).”

The new policy eliminates LOS as a metric on state facilities and requires a CEQA analysis to determine “vehicle miles traveled (VMT).” Any project that will increase VMT will require extra scrutiny. The policy implements Senate Bill 743, a 2013 state ended the use of LOS standards for vehicle traffic delays as an impact to be addressed under CEQA. Increased traffic congestion was no longer considered a negative impact. Instead, an increase in “vehicle miles traveled” was declared the problem that had to be mitigated before a project could be approved.

The Caltrans memo issued on April 13th includes an appendix that lists the type of projects that are presumed not to “induce” vehicle trips and increase VMT. These projects will enjoy a streamlined approval process. Projects that add roadway capacity will need to substantially improve conditions for pedestrians, cyclists, and, if applicable transit. Roundabouts and other traffic calming devices, toll roads, bike paths and trails also are eligible for the expedited CEQA process.

**REGION**

**Metro Reduces Service To A "Modified Sunday Schedule"**
On Sunday, April 19, Metro begin running a Modified Sunday service schedule every day of the week. This schedule change was made to create predictable schedules for essential trips and to avoid Metro employee layoffs. The cuts represent a 29% annual reduction in bus service and a 14% annual reduction in rail service. However, because ridership is off 70-80% on the bus and rail system, there is sufficient capacity on the system using the Sunday schedule to maintain Metro’s social distancing policy.

On weekdays, Metro is running its usual Sunday bus service plus some Rapid, Express and Local bus lines that normally do not run on Sundays. On weekdays, most trains are running every 12 minutes between 6 a.m. and 6 p.m. and every 20 minutes at other times with last trains leaving terminal stations around midnight. On weekends, Metro will run its regular Sunday service on bus and rail lines. The Metro Board authorized the CEO to add additional trips on lines in response to additional demand to avoid overcrowding and maintain the social distancing policies.

**Part Of LA Metro’s C (Green) Line To Be Closed For Construction Of Crenshaw Line**
Metro is suspending rail service on the C (Green) Line between Hawthorne/Lennox and Redondo Beach Stations for three weekends so work can continue on the Crenshaw/LAX Transit line project. The line was closed from May 1-3, and will be closed from May 15-17 and June 19-21. Construction work is scheduled to begin at 7 p.m. each Friday and conclude by 12:01 a.m. each Monday. Metro will provide a free bus shuttle service to the out-of-service rail stations at Hawthorne/Lennox, Aviation/LAX, Mariposa, El Segundo, Douglas, Redondo Beach stations.

**Crenshaw Line Opening Delayed To Late 2021; Project Needs An Additional $90 million**
LA Metro announced on April 9th that the Crenshaw/LAX Line will not be opening until sometime in late 2021 – nearly a year later than the projected opening date announced just last October and two years later than the original completion schedule announced at the 2014 groundbreaking ceremony. Although construction is currently said to be 94 percent complete, the contractors need to redo some of their work and the train propulsion, safety and control systems still need to be installed and tested.
Contingency funding has been exhausted so the Metro Board will need to approve approximately $90 million of additional funding to cover the cost of the extended time that Metro staff and consultants will need to complete the project. The cost of the project has grown to more than $2.058 billion.

TRENDS

COVID-19 Cuts Uber, Lyft Businesses By More Than Half

The ride-hailing businesses of Uber and Lyft have shrunk by about half in recent weeks compared with a year ago as a result of the coronavirus pandemic. The overall contraction could worsen for both companies as the pandemic’s toll grows and more people stay indoors.

At Uber, the impact on ride-hailing revenue could be somewhat smaller because Uber has been paying drivers a lower share of passenger fares than it did last year. Uber’s revenue from passenger rides, after paying drivers, is likely to be less than $450 million a month. That compares with about $800 million in monthly passenger revenue that Uber generated in last year’s first quarter. Executives at Uber are planning to cut around 20% of the company’s workforce including nearly 800 in the engineering group.

In response to its losses in March, Lyft began offering free scooter rides at the start of April, to assist first responders, health care professionals and transit workers through the coronavirus pandemic as they do their jobs. On April 24th, Lyft extended the assistance another month.

The free rides for critical workers are part of an expanded effort by Lyft to assist during the crisis and keep its drivers working, including offering assistance for low-income seniors, young families and people with disabilities and delivering medical supplies.

Pasadena Drivers To Slow For Pedestrians During Stay-At-Home Order

With fewer cars on the road, cities are coping with an unanticipated byproduct: how to reduce speeding.

Pasadena is putting up as many as 500 “traffic calming” signs that will stay up until stay-at-home orders to slow the spread of coronavirus are lifted. Streets are not being closed and will remain open and accessible to traffic, but officials say it’s a move to help keep people who are out walking and exercising safe, and keep drivers from going too fast on streets that are uncharacteristically empty. Stoplights are also being adjusted to slow traffic.

LADOT is continuing to push for state legislation that would allow local jurisdictions to set local speed limits. State law currently requires local jurisdictions to complete a survey of current speeds on their street and to set the speed limit no lower than 85% of the current traffic speed. L.A. City would like to see a speed limit system based on street type that also accounts for vulnerability and risk to all road users, rather than the current method that relies solely on how drivers behave.

Seattle is lowering speeds on the vast majority of its streets to 25 mph. In 2017, Portland reduced the speed limit of its residential streets to 20 mph and lowered the limits on dozens of other roadways in the past few years. New York City received authorization from the state in 2014 to lower the speed limit from 30 mph to 25 mph on the majority of its streets.