South Bay Cities Council of Governments

SBCCOG Transportation Committee Meeting
Monday, May 10, 2021 @ 10:30 a.m.
Conducted via Zoom

PUBLIC COMMENTS:
To address the SBCCOG Transportation Committee on any item or a matter within the Transportation Committee’s purview, please provide written comments by 5 p. m. May 9, 2021 via email to davidl@southbaycities.org. All written comments submitted will become part of the official record. Unless otherwise noted in the Agenda, the Public can only provide written comment on SBCCOG related business that is within the jurisdiction of the SBCCOG and/or items listed on the Agenda which will addressed during the Public Comment portion of the meeting.

ACCESSING THE MEETING:
Receive Zoom meeting credentials in advance of the meeting by using the below link: https://zoom.us/meeting/register/tJwkfuqurDsjEtXrrw8SuNAP0LjuhNNttU3zV
OR to access the Zoom meeting, visit https://zoom.us/join or call (669) 900-9128 and use Meeting ID: 989 9362 0981; Passcode: 722264

AGENDA

10:30 a.m. Welcome / Self-Introductions
10:32 a.m. Public Comment
10:34 a.m. Consent Calendar
   a. April 12, 2021 Transportation Committee Minutes (Attachment A) – Approve
   b. May 2021 Transportation Update (Attachment B) – Receive and File
10:35 a.m. SBCCOG Transportation Working Group Updates
   a. Infrastructure Working Group
   b. Transit Operators Working Group
   c. Metro Service Council
10:45 a.m. Caltrans District 7 South Bay Projects Update
10:50 a.m. Updates on Metro Projects, Programs, and Initiatives
   a. Metro Fare Policy Changes: Fare Capping / Fareless System Initiative
   b. Traffic Reduction / Congestion Pricing Study Update
11:00 a.m. “EV Charging Innovations: Creating New Revenues and Resources” - Shay Roehm
11:20 a.m. Metro Presentation on Crenshaw North Extension Study
11:40 a.m. Three Month Look Ahead (Attachment C) – Receive and File
11:45 a.m. Announcements / Adjournment

Next Transportation Committee meeting – Monday, June 14, 2021, 10:30 a. m.
To include an item in the agenda, e-mail to: lantzsh10@gmail.com by May 31, 2021.
South Bay Cities Council of Governments

Transportation Committee
April 12, 2021
Meeting Minutes
(Held virtually via Zoom)

COMMITTEE CHAIR HORVATH CALLED THE MEETING TO ORDER AT 10:31 A.M.

I. Welcome / Self-Introductions
In attendance were the following voting SBCCOG Board Members:
Christian Horvath, Chair (Redondo Beach)  James Butts (Inglewood)
Chris Pimentel (El Segundo)  George Chen (Torrance)
Olivia Valentine (Hawthorne)  Luke Klipp (Supervisor Hahn’s Office)

Non-Voting Representatives
Ted Semaan, IWG (Redondo Beach)  Don Szerlip (Metro South Bay Service Council)
James Lee, TOWG (Torrance Transit)

Also in attendance:
Leslie Scott (Beach Cities Transit)  Ruben Cervantes (Metro)
Jason Jo (Carson)  Scott Greene (Metro)
Elias Sassoon (El Segundo)  Patrick Chandler (Metro)
Lifan Xu (El Segundo)  Conan Cheung (Metro)
Julian Lee (Lawndale)  Adam Stephenson (Metro)
Shin Furukawa (Torrance)  Anthony Crump (Metro)
Art Reyes (Torrance)  Mark Dierking (Metro)
Joey Garcia (Torrance)  Mike Bohlke (Metro Deputy to James Butts)
Jill Crump (Torrance)  Lilly O’Brien (Supervisor Mitchell’s Office)
Ryan Plumb (Torrance Transit)  Jacki Bacharach (SBCCOG)
Jimmy Shih (Caltrans)  Steve Lantz (SBCCOG)
Sergio Carvajal (Caltrans)  David Leger (SBCCOG)
Tim Lindholm (Metro)  Tammy Podesta (HNTB)
Joseph Forgiarini (Metro)  Holly Osborne (Public)
Anne Flores (Metro)

II. Public Comment  – no public comments received.

III. Consent Calendar
A.  March 8, 2020 Transportation Committee Minutes - APPROVED
B.  April 2021 Transportation Update – RECEIVED AND FILED

MOTION by Committee Member Butts, seconded by Committee Member Valentine, to APPROVE the consent calendar. Approved without objection.

IV. SBCCOG Transportation Working Group Updates
A.  Infrastructure Working Group Update
Mr. Semaan noted the IWG met on March 10th and heard a presentation from SBCCOG staff on the Local Travel Network project.

B.  Transit Operators Working Group Update
Mr. Lee reported that the TOWG met earlier in the month and discussed ongoing COVID-19 impacts on operations and service recovery efforts. There was also discussion on the federal stimulus/recovery bill.
C. Metro Service Council
Mr. Szerlip noted that there were two meetings since the Transportation Committee last met. The Service Council heard presentations on Metro’s Fareless System Initiative, an update from the On the Move Riders Club, and FY22 service restoration. Improvements to the Willowbrook/Rosa Parks station are almost complete. The Service Council is considering a return to in-person meetings in the next 3-4 months.

V. Caltrans District 7 South Bay Projects Update
Mr. Shih provided an update on various Caltrans projects taking place in the South Bay. His report with detailed project updates is available here:
https://www.southbaycities.org/sites/default/files/transportation_committee/HANDOUT_SBCCOG%20Caltrans%20project%20041221%20CompatibilityMode.pdf

VI. Measure M MSP Metro Budget Request Amendment - APPROVED
Mr. Lantz explained that the SBCCOG Board approved the Measure M MSP Metro Budget Request in February. SBCCOG staff subsequently completed the Local Travel Network route refinement study and wishes to amend the Measure M Metro Budget Request to include funding for development and installation of signage and sharrows that would mark the network. Amending the request now should not delay Metro Board action and would allow the Local Travel Network project to proceed without delay.

MOTION by Committee Member Valentine, seconded by Committee Member Pimentel, to APPROVE the Measure M MSP Metro Budget Request Amendment. Approved without objection.

VII. Metro Presentation on Draft Findings of Coordinate Public Transit – Human Services Plan
Mr. Cervantes provided a brief presentation on Metro’s 2021-2024 Coordinated Public Transit-Human Service Transportation Plan Update which addresses mobility needs and service gaps for seniors, persons with disabilities, low-income individuals, and veterans by providing a framework of strategies and projects developed through a stakeholder engagement process.

Mr. Cervantes also touched on Metro’s implementation from the 2016-2019 plan that provided approximately $53M in Section 5310 funds to 46 different agencies throughout the County; 84 projects; 1,234 replacement/expansion accessible vehicles; and 32 new/expanded operating projects. As a result, over 200,000 seniors/individuals with disabilities are afforded mobility annually, along with over 4 million one-way passenger trips.

Mr. Cervantes concluded by reviewing the next steps in the approval process, noting that the public comment period closes April 19th with an anticipated distribution of the final Coordinated Plan in Spring 2021. The full presentation is available online here:

Committee Chair Horvath thanked Mr. Cervantes for his presentation and asked if there was any opportunity to extend the comment period since it is only one week away. He explained that he would like to be able to distribute the plan to his community so they could provide feedback. Mr. Cervantes will check with the Metro team and report back to the SBCCOG on the feasibility of extending the deadline.

VIII. Metro Presentation on the Airport Metro Connector Station
Mr. Lindholm and Mr. Greene presented an update on the Airport Metro Connector project that will connect the LAX Automated People Mover with the Crenshaw/LAX Line at the Aviation/96th Street Station. Mr. Lindholm touched on the history of the project and major components that make up the station. He also touched on the two-phase approach to construction and the overall project schedule, which is expected to be completed in July 2024. Mr. Greene briefly explained Metro’s plans to provide bus-bridge transit service during the first 20 months of the construction period to minimize disruptions to the operations of the Crenshaw/LAX line.

For more detail, the full presentation is available online here:
https://www.southbaycities.org/sites/default/files/transportation_committee/PRESENTATION_AMC%20LAX%20April%202021_No%20Video%20cc.pdf

IX. Updates on Metro Projects, Programs, and Initiatives
A. Metro Fare Policy Changes: Fare Capping / Fareless System Initiative – APPROVED
Mr. Lantz reviewed the included memo that details the two initiatives and proposes a series of questions to Metro Staff regarding the Fareless System Initiative (FSI) project. The FSI would eliminate fares for selected groups of people, such as low-income, seniors, students, etc. In summary, the memo notes that Metro needs to better understand what a fareless policy would do for ridership, operational costs, and impacts to other transit agencies such as Beach Cities Transit, GTrans, and Torrance Transit.

**MOTION** by Committee Member Valentine, seconded by Committee Member Butts, to **APPROVE** the SBCCOG list of questions to pose to Metro. Approved without objection.

**B. Traffic Reduction / Congestion Pricing Study**
Ms. Bacharach reminded the Committee that SBCCOG staff distributed a brief survey to gauge the South Bay’s sentiments on the congestion pricing concept at the request of Mayor Butts. Please review the survey and submit responses to Mr. Leger.

**C. Crenshaw North Extension Project**
Mr. Chandler explained that the scoping period for the Crenshaw North Extension Project will begin in April and conclude May 28th, with three virtual scoping meetings. The study will evaluate opportunities to extend the Crenshaw/LAX Line north with key transfer stations at the Expo, Purple, and Red Lines and an optional new station serving the Hollywood Bowl. Metro staff will return in May to provide a presentation.

**X. Three Month Look-Ahead – Received and Filed**

**XI. Announcements / Adjournment**
Committee Member Klipp announced that Metro’s Planning and Programming Committee met to discuss allocations of CRRSAA funding (COVID relief funding) and will be allocating approximately $47M in funding to cities based on each eligible jurisdiction’s population share of L.A. County Population.

Mr. Lantz also announced that the SBCCOG received a response to its comments to Caltrans on the I-105 ExpressLanes EIR. He noted that the letter stated that CTC statute requires Metro or the CTC to use surplus revenue from the project to pay back bonds used to build the project before returning those excess funds to the subregions in which they were collected for local projects. This likely means that there will be no surplus revenues for several decades.

Committee Chair Horvath adjourned the meeting at 11:41 a.m. to May 10, 2021 at 10:30 a.m.
May 3, 2021

TO:    SBCCOG Transit Operators Working Group –5/6/21 meeting
       SBCCOG Transportation Committee - 5/10/21 meeting
       SBCCOG Infrastructure Working Group –5/12/21 meeting
       SBCCOG Board of Directors –5/27/21 meeting

FROM:  Steve Lantz, SBCCOG Transportation Director

RE:     SBCCOG Transportation Update Covering April 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

American Rescue Plan Provides Transit Opportunity To Plan Now For Post-COVID Travel Patterns

Last year, two stimulus packages totaling $39 billion helped keep the trains and buses running, at least for the time being. And after the transit operators were given the newest fiscal shot, $30.5 billion available from the just-passed American Rescue Plan, transit operators have been able to rescind some of the draconian measures being contemplated.

Several cities across the country are already moving to reinstate service closer to pre-pandemic levels. Los Angeles Metro will restore a 20% cut in rail and bus service by September 2021. A proposed 40% reduction in subway service was recently canceled by the New York City Transit Authority, and existing plans to modernize the country's largest transportation network were at least partially revived. Transit officials in Washington are scrapping plans to close nearly a quarter of the system's subway stations while cutting the number of bus lines by 50%.

While the American Rescue Plan one-time money is being spent, agencies have the opportunity to reimagine their services in the post-COVID commuter culture which may look much different than it did two years ago. The pandemic has disrupted the way many Americans earn a living. The number of those working remotely has been approximately equal to the number of those taking transit for some time. But that may radically change in a post-pandemic world. For example, a recent survey by the Partnership for New York City, a nonprofit organization of business leaders, found that less than half of Manhattan's one million office workers are expected to return by September.

After the last federal stimulus dollar is spent, state and local governments may find it difficult to subsidize transit at previous levels. Also, revenue from fares is unlikely to rebound anytime soon. The pandemic-induced disruptions on public transportation will still be felt for years to come as planners balance budgets with the need for service that accommodates essential on-site workers and the new travel patterns in the post-pandemic economy.
Federal Transit Administration Offers $10M For Transit-Oriented Development Planning
The U.S. Federal Transit Administration (FTA) has opened the application period for the agency’s Transit-Oriented Development (TOD) Planning pilot program. A total of $10 million will be awarded to projects nationwide. Applications will be accepted through June 21st.

The TOD Planning pilot program funds projects that increase transit access and encourage ridership with mixed-use and mixed-income development near public transportation projects. Eligible projects include comprehensive planning studies around commuter rail, light rail, heavy rail, or bus rapid transit systems with a designated right-of-way. Funding also will support projects that help connect communities, promote equitable delivery of benefits to underserved communities, combat climate change, improve access to affordable housing, and advance environmental justice.

Applicants must be existing FTA recipients to qualify for funding. This means they either are an entity with land use planning authority in the project corridor or are a project sponsor of an eligible transit project. They also must partner to conduct the planning work.

White House Hopes To See $2.25 Trillion Infrastructure Bill Passed By Summer
President Biden hopes to see Congress pass his infrastructure and climate proposal by this summer, but even Democrats view the timeline as ambitious for such a large package, and it’s possible that it could take several months to get a bill through.

The package would fund improvements to roads and bridges, expand broadband and invest in climate-friendly technologies. The measure would be paid for by increasing the corporate tax rate.

Republicans have already voiced opposition to the package and have proposed a $568 billion package. The Republicans’ framework covers a far narrower swath of infrastructure projects than Mr. Biden’s. It would allocate $299 billion to roads and bridges — more than double the figure the president proposed — and set aside $61 billion for public transit, $44 billion for airports, $65 billion in broadband infrastructure, $20 billion for rail and $35 billion for drinking water and wastewater. Although their two-page outline does not identify funding sources, Republican leaders have said they would not support an increase in corporate taxes, as Mr. Biden has proposed, or a repeal of the cap on the state and local tax deduction, which some Democrats have championed.

The White House has said it would prefer to pass the proposal with bipartisan support but has not ruled out using budget reconciliation to get the bill through Congress without any GOP votes.

USDOT Makes $1 Billion Available For Competitive RAISE Grants
The U.S. Department of Transportation (USDOT) on April 13th has published a Notice of Funding Opportunity (NOFO) for $1 billion in its new Rebuilding American Infrastructure with Sustainability and Equity (RAISE) $1 billion in Fiscal Year (FY) 2021 discretionary grant funding grants, formerly known as BUILD and TIGER grants.

Of the $1 billion available in the 2021 RAISE grant program, up to $30 million will be awarded to planning grants, including at least $10 million to Areas of Persistent Poverty. The maximum grant award is $25 million, and no more than $100 million can be awarded to a single state. To ensure that the benefits of infrastructure investments benefit communities large and small the Department will award an equitable amount, not to exceed half of funding, to projects located in urban and rural areas respectively. Projects for RAISE funding will be evaluated based on merit criteria that include safety, environmental sustainability, quality of life, economic competitiveness, state of good repair, innovation, and partnership. Within these criteria, the Department will prioritize projects that can demonstrate improvements to racial equity, reduce impacts of climate change and
create good-paying jobs.

The USDOT will be hosting a series of webinars regarding RAISE grants in the coming weeks and the deadline to submit an application is July 12, 2021. A link to the USDOT’s press release with respect to RAISE grants can be found here.

**White House Releases "Skinny Budget" For Fiscal Year 2022**

President Biden’s proposed Budget for Fiscal Year would increase transportation spending by approximately 14%. The discretionary requests include $625 million for a new low-carbon intercity rail program, $2.5 billion for the transit Capital Investment Grant (CIG) program, $250 million for purchase of low and no-emission buses, $1 billion for the RAISE grant program and $110 million in a competitive Thriving Communities Initiative Pilot that is intended to advance transportation equity by improving access to destinations and fostering community vibrancy.

**New MUTCD Traffic Manual ‘To Fall Asleep By’ Stirs Call for Complete Overhaul**

The Federal Highway Administration’s (FHWA) Manual of Uniform Traffic Control Devices (MUTCD) is an 862-page sleep inducing, guide that has provided uniformity of traffic signs and signals across the nation since 1935. However, the update released in March has ignited a tussle over how the federal government approaches transportation policy between the FHWA and pedestrian advocates, bicycle coalitions and advocates for multimodal transportation who say the manual is a relic of an era when the automobile was king.

The Federal Highway Administration can theoretically withhold federal dollars to communities that don’t abide by the manual. Cities, meanwhile, often cite the manual as evidence that their streets were designed according to federal specifications when facing litigation over traffic issues.

Critics argue that the effectiveness of transportation should be assessed not only for how fast people and goods move but also for how safely our systems connect all modes of road users with jobs and education. They criticize the manual for applying a one-size-fits-all model to every street in the U.S. and are urging the FHWA to re-write the MUTCD to focus more on safety and equity, citing data that shows higher deaths in Black and Brown neighborhoods.

Pedestrian advocates increasingly see the potential for the manual to become a means to better protect them, arguing that for too long it has emphasized vehicle speed at the expense of safety. Among their key concerns is the 85th percentile speed rule, which recommends that agencies set speed limits based on the current traffic speeds on the road (within 5 miles per hour of the most-recently-documented 85th percentile speed of free-flow traffic).

**State**

**EPA To Allow California To Again Set Stricter Efficiency and Tailpipe Emissions Standards**

In a big rollback of a Trump-era revocation of California’s right to set stricter-than-Federal tailpipe emission standards, the EPA on March 25th initiated the process to restore the state waiver of compliance with the federal fuel efficiency and emission standards. The EPA will seek the public's input at a June 2nd public hearing before it rescinds the 2019 Trump-era restriction. The move is significant as tailpipes are the biggest source of greenhouse gas pollution in California.

The proposed rule change would restore California’s authority to set fuel efficiency and greenhouse gas emission standards for cars and SUVs, and to require car companies to sell more electric vehicles.

The state’s special authority dates to the 1960s, when state officials acknowledged the smog enveloping Southern California as a public health crisis. By the time the federal government began to take an interest in enacting tailpipe emissions controls, California had already taken the lead.
Bill Would Eliminate Minimum Parking Requirements On Developments Near Transit
A.B. 1401 was introduced on April 6th to prohibit cities from imposing minimum parking requirements on developments located within ½-mile of existing public transit which is defined as a high-quality transit corridor or a major transit stop. The bill would leave the amount of parking to be provided up to the developer rather than imposing a municipal minimum requirement.

According to Meea Kang, an affordable housing developer who currently serves as a director for the Council of Infill Builders, on-site minimum parking requirements can cost between $30,000 and $75,000 per space, which is passed on by developers to renters and homebuyers. SBCCOG opposes this bill.

The US IsFacing A Supply-Chain Crisis As 21 Cargo Ships Wait Off the Coast Of LA
A US supply chain crisis is quietly brewing off the coast of Southern California as massive freighters wait for dock space at the two San Pedro ports to open up. California ports in Los Angeles and Long Beach account for about one-third of US imports. These ports operate as a primary source of imports from China and have been heavily congested for months. On a Wednesday in mid-April, 21 ships were anchored off the coast waiting for a dock with half of them carrying more than the equivalent of 10,000 20-foot containers.

Part of the problem is the ships are double or triple the size of the ships the ports served 10 or 15 years ago. They take longer to unload and more trucks, more trains, more warehouses are needed to put the cargo. In addition, consumer spending has risen dramatically during the pandemic with the ports setting records moving cargo. But they are overwhelmed.

As a result of California port delays, train and truck capacity limits, and the global container shortage, customers will likely face rising prices and limited options as commodities become increasingly difficult to obtain and produce and companies are forced to compete for containers and delivery dates.

Region
Metro to Decide In May If Fareless Pilot Will Start In August 2021, Initially for Students
For many years, public transit advocates have been pressing Metro to provide transit for free. During the COVID pandemic, Metro has essentially already been operating a “universal fareless pilot program” on all of its buses by not enforcing fare collection and boarding all passengers at the rear door of its buses. The debate is whether to continue free fares for all, offer free fare for some rider categories or resume fare enforcement for all riders. As Metro emerges from its COVID operations and resumes front-door boarding, the Board seems to be narrowing its options to implementing an 18-24-month pilot project that would provide TAP cards programmed to allow free travel for K-12 students, community college students, and/or low income riders on Metro or on all public transit agencies within the County.

Metro has historically discounted fare programs for low-income, student, and senior riders, but relatively cumbersome enrollment processes have kept enrollment in these programs fairly low. Approximately 70 percent of Metro riders could qualify for the agency’s low-income fare program – called LIFE (for Low-Income Fare is Easy). LIFE enrollment is currently only around 79,000 participants – around 40 percent of Metro’s 200,000+ core frequent riders. Metro estimates that 1.6 million L.A. County residents are eligible for LIFE. Another 15% of Metro riders purchase student passes.

If all three categories were allowed to ride free during the pilot program, Metro would forego more than 75% of its pre-pandemic fare revenue. Metro typically collected $230-240 million per year in gross fare revenue (pre-COVID) while spending $70 million to collect that revenue and enforce fare payment.
Even before the COVID-19 pandemic struck, transit ridership was dropping. Between 2014 and 2018, L. A. Metro lost more than 85.3 million annual boardings, a drop of more than 17.8%. In 2019, the system saw about 1.2 million weekday daily riders. At the height of the pandemic, ridership dropped to about 30% of pre-pandemic levels. The system is recovering riders slowly with current ridership at approximately 600,000, even while fare payment enforcement continues to be suspended. Once regular boarding resumes, Metro fares and passes will be half-off for at least six months – under a program approved in May 2020.

Many experts say the best way to move people out of their cars and into public transit is to increase the cost of driving. That could mean, for example, higher road tolls or raising the price of public parking. Metro is exploring congestion pricing as an element of its recovery initiatives. However, pilot programs could not be implemented before 2025 in downtown and three potential corridors.

**Trends**

**Street-Based Radar System Designed To Save Pedestrian Lives**

Many cars are now equipped with pedestrian-detecting radar systems, but those systems can still be blocked by obstacles such as buildings or other vehicles. A new setup is intended to get around that problem, by taking the radar to the streets at pedestrian-heavy locations such as bus stops, school zones or crosswalks.

Continuously scanning the area 100 times per second, each sensor unit is capable tracking 8 people at once by first identifying an object as being a person, and then ascertaining the speed and direction in which they're walking or running … if they're moving at all, that is. Should the system determine that the person is heading toward the road at too fast of a speed – so that they're about to step out in front of oncoming traffic – it emits a warning signal. Such a wireless signal would be picked up by the vehicle-to-infrastructure (V2I) system in cars close by, causing an audio/visual alarm to sound/appear in any vehicles that might be about to hit the pedestrian. The system could perhaps even automatically activate those cars' brakes.

Additionally, even if no one were about to step onto the road, the system could still warn drivers to slow down if they were approaching an area where numerous people were milling about on the sidewalk. And because no cameras are involved, there shouldn't be any privacy concerns. The system is currently being developed as part of the HORIS project, by three separate branches of Germany's Fraunhofer research group.

**At-Home Workers Want to Continue to Work From Home, At Least Part Time**

According to a survey released in mid-April by USC's Annenberg School for Communication and Journalism and the California Emerging Technology Fund, more than half of Californians surveyed who are now telecommuting want to keep working from home at least three days a week after the pandemic ends. Just 18% are hoping they'll go back to in-person work every day.

The survey, looked at the impact that access to broadband internet has had on people's ability to work, learn and conduct doctor's visits remotely. Just over half of people with access to broadband internet were working at least some of the time from home.

Like other research on remote working during the pandemic, the survey found wealthier workers are more likely to telecommute than those who were considered "low income workers," who were twice as likely to report they are working in-person five days per week compared with higher earners.

Almost one-third of current telecommuters, 31%, say they would be happy working from home five days a week if they had that option. Lots of others want something in between their Zoom-based present and a full return to daily commuting. Just over 20% said they would like to work from home three to four days per week, and another 29% said one to two days of telecommuting were the right balance.
The USC survey was based on phone interviews with 1,650 California residents conducted in English, Spanish, Mandarin and Vietnamese in February and March.

A separate survey released in April by the Bay Area Council, which asked how often today’s telecommuters "anticipate" they will work in-person next year, as opposed to their preference, found 38% expect they’ll be back in the office five days a week, more than double the 16% that said they think they will work from home every day.

**Self-Driving Cars That Watch You Watch Them Drive Are On The Horizon**

Full self-driving cars are taking longer to arrive than techno-optimists predicted a few years ago. In fact, in a financial filing on April 28th, Tesla acknowledged it may never be able to deliver a full self-driving car. But with features such as automated cruise control, steering assist and automatic highway lane changing, new cars already come loaded with driver-assist options.

The National Transportation Safety Board, after several fatal Tesla Autopilot crashes, has recommended that safety regulators require more robust systems than the one Tesla uses to keep drivers engaged. European regulators plan to require such systems be installed on every new car sold there by mid-decade.

The next evolutionary step for the human driver is to shift from operating the vehicle to supervising the systems that do to make sure humans are monitoring the car when they are not controlling its operation. Driver-monitoring systems come in two basic types: eye trackers and steering wheel sensors. In either case, if a driver is detected not paying attention, warnings are sounded through lights or sounds or both. If the driver doesn’t reengage, the car pulls itself to the roadside and stops.

Driver-facing camera systems that monitors eye and head movements already have been deployed in tens of thousands of long-haul trucks, mining trucks and heavy construction vehicles, mainly to recognize drowsiness, alcohol or drug use, and general distraction. And steering wheel monitoring developers are worried that a set of weights hung from the steering wheel can fool the monitoring software.

Despite the technology maturing rapidly, there are potential nagging privacy and distraction issues to be resolved when a driver is not being paid to drive. There are concerns that storing images of a distracted driver may have privacy implications.

Freeing the driver from driving also opens up a controversial opportunity to insert real-time advertising into in-vehicle or smartphone screens during the “rider’s” trip. As the focus of automakers shifts from the driving experience to the riding experience, monitoring systems likely will move beyond keeping drivers alert to analyzing their moods and expressions in order to “customize and personalize” that rider-supervisor experience. But there is a fear that, by recommending the right movie or providing a virtual coupon for a nearby Starbucks, more distractions will be added to compete with a rider’s supervisory responsibilities.
## SBCCOG 3-Month Look Ahead

### May 2021

6. Transit Operators Working Group Meeting
   - Measure R Transfer Policy Update
   - Caltrans Active Transportation Plan Update
   - Metro Fareless System Initiative Update

10. SBCCOG Transportation Committee Meeting
    - EV Charging Innovations: Creating New Revenues and Resources
    - Metro Crenshaw North Study

10. SBCCOG Steering Committee Meeting
    - Metro Fareless System Initiative Update
    - Recommend to SBCCOG Board nominees for 3 seats on Metro Service Council

12. IWG Meeting
    - Caltrans Ambassador Program Quarterly Update
    - Caltrans Active Transportation Plan Update
    - Measure R Transfer Policy Update

14. Metro South Bay Service Council Meeting

27. Metro Board Meeting

27. SBCCOG Board Meeting
   - Local Travel Network Update
   - Send nominees for 3 seats on Metro Service Council to Metro

### June 2021

3. Transit Operators Working Group Meeting (tentatively dark)
   - Measure R Transfer Policy Update

9. IWG Meeting (tentatively dark)
   - Measure R Transfer Policy Update

11. Metro South Bay Service Council Meeting

14. SBCCOG Transportation Committee Meeting (tentatively dark)
   - Measure R Transfer Policy Update

14. SBCCOG Steering Committee Meeting

24. Metro Board Meeting
   - Approve SBCCOG Metro Service Council 3 members / 3 year terms

24. SBCCOG Board Meeting
   - Election of SBCCOG officers

### July 2021

1. Transit Operators Working Group Meeting
   - Measure R Transfer Policy Recommendation

9. Metro South Bay Service Council Meeting

12. SBCCOG Transportation Committee Meeting
    - Measure R Transfer Policy Recommendation

12. SBCCOG Steering Committee Meeting
    - Measure R Transfer Policy Potential Action

14. IWG Meeting
    - Measure R Transfer Policy Update

22. Metro Board Meeting
    - Approve SBCCOG Metro Service Council 3 members / 3 year terms
    - Measure R Transfer Policy Action

22. SBCCOG Board Meeting
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