South Bay Cities Council of Governments

SBCCOG Transportation Committee Meeting
Monday, November 9, 2020 @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. November 6, 2020 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/tJwkfuqurDsjEtXrrw8SuNAP0LjuhNNtU3zV
OR to access the Zoom meeting, visit https://zoom.us/join/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. September 14, 2020 Transportation Committee Minutes (Attachment A) – Approve
   b. October 12, 2020 Transportation Committee Meeting Notes (Attachment B) – Receive and File
   c. November 2020 Transportation Update (Attachment C) – 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
10:50 a.m.   Measure R SBHP / Measure M MSP Updates
   a. Measure M MSP Cashflow Update discussion and City Meetings
   b. City of Torrance Request for Additional Funds (Attachment D revised) – Recommend Board Approval
11:15 a.m.   Updates on Metro Projects, Programs, and Initiatives
11:25 a.m.   Three Month Look Ahead (Attachment E) – Receive and File
11:30 a.m.   Announcements / Adjournment

Next Transportation Committee meeting – Monday, December 14, 2020, 10:30 a.m.
To include an item in the agenda, e-mail to: lantzsh10@gmail.com by December 1, 2020.
South Bay Cities Council of Governments

Transportation Committee
September 14, 2020
Meeting Minutes
(Held virtually via Zoom)

COMMITTEE CHAIR HORVATH CALLED THE MEETING TO ORDER AT 10:33 A.M.

I. Welcome / Self-Introductions

In attendance were the following voting SBCCOG Board Members:
Christian Horvath, Chair (Redondo Beach)  Stacey Armato (Hermosa Beach)
Chris Pimentel (El Segundo)  Olivia Valentine (Hawthorne)

Non-Voting Representatives
Ted Semaan, IWG (Redondo Beach)  Don Szerlip, Metro South Bay Service Council
Leslie Scott, TOWG (Beach Cities Transit)

Also in attendance were the following persons:
Jason Jo (Carson)  Anthony Soto (Caltrans)
Kevin Kwak (Gardena)  Pamela Manning (LA County DPW)
Lucho Rodriguez (Hermosa Beach)  Mark Dierking (Metro)
Nasser Razepoor (Rancho Palos Verdes)  Mike Bohike (Metro Deputy to James Butts)
Craig Bilezerian (Torrance)  Tami Podesta (HNTB)
Steve Finton (Torrance)  Jeffrey Fromhertz (WSP)
Shin Furukawa (Torrance)  Jim Hannon (SB Bicycle Coalition)
John Bulinski (Caltrans)  Jacki Bacharach (SBCCOG)
Gloria Roberts (Caltrans)  Steve Lantz (SBCCOG)
Jimmy Shih (Caltrans)  David Leger (SBCCOG)

II. Public Comment – no public comments received.

III. Consent Calendar
A. June 8, 2020 Transportation Committee Minutes - APPROVED
B. September 2020 Transportation Update – RECEIVED AND FILED

MOTION by Committee Member Valentine, seconded by Committee Chair Horvath, to APPROVE the consent calendar. No objections. So ordered.

IV. SBCCOG Transportation Working Group Updates
A. Infrastructure Working Group Update
Mr. Semaan reported that the IWG met September 9th. The working group heard a presentation from Metro staff on its Traffic Reduction/Congestion Pricing study.

B. Transit Operators Working Group Update
Ms. Scott reported that the TOWG has been meeting regularly and has discussed reduced operating schedules, social distancing, transit service to the Inglewood Entertainment District, and other impacts of the COVID-19 pandemic.

C. Metro Service Council
Mr. Szerlip reported that the Service Council heard a presentation by Inglewood’s consultant on the Inglewood Transit Connector project. There was also an update presentation on the NextGen study. There was a public hearing on the proposed NextGen changes in August which provided significant feedback, particularly on the changes in San Pedro. The regular Service Council meeting was postponed to September 18th so staff could complete their work on the public hearing comments/responses.
V. Caltrans District 7 Ambassador Program
Caltrans District 7 Director John Bulinski and Deputy Director Gloria Roberts presented on Caltrans’ new Ambassador Program which aims to foster communication and strengthen partnerships with local communities. Deputy Directors from District 7 have been assigned various geographical areas to serve as liaisons and help Caltrans better understand and meet the needs of local cities. Director Bulinski also touched on Caltrans’ efforts to address equity via the Division of Planning Transportation Equity Branch; maintenance services; collaborative efforts on homelessness; and the Small Business Outreach Program. For more detail, the presentation is available online here:

Mr. Leger announced that a quarterly update of the Annual Performance Evaluation was posted to the SBCCOG website. There will be a final report distributed at the next meeting which will cover progress throughout FY 19-20. The two reports are available online here:
https://www.southbaycities.org/sites/default/files/transportation_committee/HANDOUT_Attachment%20C-2_SBHP%20Project%20Updates%20August%202020.pdf

VII. Crenshaw / LAX Cost Overrun Update
Mr. Lantz provided a brief background on the issues facing the project and the $90M cost overrun it currently faces. He reminded the Committee that the SBCCOG Board of Directors had previously committed the South Bay’s Measure M Subregional Equity Program funding to this overrun, conditioned on the City of LA’s commitment to fund their proportional share. The City of LA is still looking at potential funding options.

VIII. Metro Recovery Plan / NextGen Transit Study Update
Mr. Lantz reported that Metro is looking to make improvements to its bus system to increase efficiency and effectiveness of the service. The NextGen plan recommendations will soon be approved by the Metro Board and will begin being implemented as part of the COVID-19 recovery plan. In response to the pandemic, Metro reduced service to approximately 4M service hours and forecasts slow increases over the next two years when they will return to pre-pandemic service levels. Social distancing recommendations significantly reduce capacity of the buses which will lead to a shortage of equipment and drivers as ridership returns. Mr. Szerlip added that the original plan was to implement NextGen recommendations over an 18-month period, however it will likely be 2-3 years due to pandemic-related issues.

IX. Metro Measure R 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 has provided the required notice to the State Legislature and must now wait 1 year until the formal amendment of the ordinance is possible, likely in July 2021.

X. Metro Traffic Reduction / Congestion Pricing Study Update
Mr. Lantz explained that this study began as the Congestion Pricing Study but was recently renamed the Traffic Reduction Study. Mr. Lantz elaborated that Metro’s Office of Extraordinary Innovation is looking at three potential congestion pricing options to implement in a study area to determine if congestion pricing is a feasible approach to converting drivers to transit riders and telecommuters. Metro is evaluating charging drivers a “cordon” fee to drive within a certain geographic area, along a designated corridor, or a countywide fee on total vehicle miles travelled. Mr. Lantz cautioned that successful congestion pricing programs require alternative transportation opportunities to be in place prior to the program starting. The process is only beginning and won’t be completed until 2024/25. Further updates will be provided as they become available.

XI. Three Month Look-Ahead

XII. Announcements / Adjournment
Mr. Szerlip announced that Metro is planning scoping meetings with S. B. agencies for the Green Line Torrance Extension in the Fall. Committee Chair Horvath adjourned the meeting at 11:43 a.m. to October 12, 2020.
I. Welcome / Self-Introductions

In attendance were the following voting SBCCOG Board Members:
Chris Pimentel (El Segundo)          Olivia Valentine (Hawthorne)
Stacey Armato (Hermosa Beach)

Non-Voting Representatives
Ted Semaan, IWG (Redondo Beach)         Don Szerlip, Metro South Bay Service Council
Leslie Scott, TOWG (Beach Cities Transit)

Also in attendance were the following persons:
Jason Jo (Carson)                        Dan Kopulsky (Caltrans)
Elias Sassoon (El Segundo)              Sergio Carvajal (Caltrans)
Lifan Xu (El Segundo)                   Mark Dierking (Metro)
Ramzi Awwad (Rancho Palos Verdes)       Mike Bohlke (Metro Deputy to James Butts)
Nasser Razepoor (Rancho Palos Verdes)   Jacki Bacharach (SBCCOG)
Shin Furukawa (Torrance)                Steve Lantz (SBCCOG)
Barbara Marquez (Caltrans)              David Leger (SBCCOG)
Greg Farr (Caltrans)

II. Public Comment – no public comments received.

III. Consent Calendar
   A. September 14, 2020 Transportation Committee Minutes
   B. October 2020 Transportation Update

IV. SBCCOG Transportation Working Group Updates
   A. Infrastructure Working Group Update
      Mr. Semaan reported that the IWG has not met since the last Transportation Committee meeting but will be meeting again later this week.

   B. Transit Operators Working Group Update
      Ms. Scott reported that the TOWG has been meeting regularly and continues to monitor COVID-19 impacts and recovery scenarios, transit service to the Inglewood Entertainment District, Metro’s Next Gen Study, and other transit-related issues.

   C. Metro Service Council
      Mr. Szerlip reported that at the 9/18 Service Council meeting, the Council considered several NextGen route changes. Metro staff recommended splitting Line 130 at the Blue Line and turning the line over to municipal operators. The Service Council approved the western portion transfer to Torrance Transit but declined to make an opinion on the eastern portion. The Service Council also heard from voices on the Palos Verdes Peninsula about NextGen impacts, which caused the Service Council to recommend modifying the staff recommendations to keep service in the area. There was also a presentation on Metro’s Traffic Reduction/Congestion Pricing Study. Metro staff also provided a Q1 Station Evaluation and reported on the significant amount of graffiti removed from the Redondo Beach Green Line station.
V. Measure R SBHP / Measure M MSP Updates
   A. Baseline FY20-21 Annual Performance Evaluation (APE) Report for SBHP Projects
      Mr. Lantz announced that after conversations with Metro staff over the past several weeks, the SBCCOG will no longer produce the APE. Metro staff no longer utilizes the report, and after consulting with the IWG Chair, he concurred. The SBCCOG will no longer monitor projects at an individual level but will continue to assist local agencies to develop new projects, monitor the program and make budget recommendations through the Metro Budget Request process. This will also conform the SBCCOG’s role in the Measure R South Bay Highway Program to its role in the Measure M Multi-year Subregional Programs and is consistent with our Measure R funding agreement with Metro.

   B. Measure R / Measure M Metro Budget Request Status
      Mr. Lantz announced that upon receipt of Metro’s MSP Cashflow updates in October, SBCCOG and Metro staff will begin meeting with city staff to review project progress and potential requests for additional funds. These new MSP Cashflow updates will also determine if there is capacity to program new project requests.

   C. City of Torrance Request for Additional Funds
      No action was taken on this item due to lack of quorum.

VI. Updates on Metro Projects, Programs, and Initiatives
   A. Crenshaw / LAX Cost Over-run
      Mr. Lantz reported that Metro is facing a $90M cost overrun on the Crenshaw/LAX Line and approached the subregions through which it runs for contributions towards that overrun. The SBCCOG conditionally agreed to use Measure M Subregional Equity Program (SEP) funding to pay the South Bay’s proportional share of the $90M (approx. $22M), conditioned upon the City of LA paying their share and Metro’s commitment to fully fund the Centinela Grade Separation which the SBCCOG had previously allocated its SEP funds to. The City of LA has not yet committed to its share.

   B. Metro Recovery Plan / NextGen Transit Study
      Mr. Lantz reported Metro staff will be bringing the NextGen proposal to the Metro Board this month that would include minor line updates in December 2020. Major changes would be implemented in June and December 2021. Metro is beginning to implement NextGen alongside COVID recovery efforts by reconfiguring routes and adding service needed to maintain social distancing as riders return to the Metro bus and rail lines. Weekday ridership is approximately 635,000, about 3/5th of pre-COVID levels.

   C. Metro Traffic Reduction / Congestion Pricing Study
      Mr. Lantz briefly explained that Metro is looking into three options for generating revenue under the program, a vehicle-miles-travelled (VMT) fee, a fee tied to congested corridors, or a cordon fee that would be imposed as vehicles enter a congested area such as downtown L. A. Metro is looking for cities that want to serve as a demonstration area. The South Bay does not have the congestion Metro would be looking for in a demonstration project and would likely not be considered for the pilot. Metro staff has also indicated that the VMT option is likely too complex to implement at this time.

   D. Metro Free Fare / Fare Capping Study
      Mr. Lantz explained that Metro is considering a new systemwide fare policy with fares in multiple, or all, fare categories made free. The agency is also considering a policy that would cap fares for those categories that are not free. The capping policy would allow riders to pay the full fare for each ride until the daily, weekly or monthly pass cost has been paid then ride free for the balance of the period covered by the pass.

      Staff is looking into revenue losses, potential ridership gains, and other factors. Recommendations will likely be made to the Metro Board in December or January. If a free fare is implemented, it would have ripple effects on Metro’s other partners, such as local municipal operators, due to transfer programs, formulas that determine transfer reimbursements, and more. Mr. Szerlip added that the last time Metro looked at its fare structures was under the prior CEO when fares were raised. Mr. Lantz added that as the Metro Board membership changed and new leadership came in, fare increases have not been widely supported by staff or the Board.

   VII. Three Month Look-Ahead – Mr. Lantz briefly summarized the report.

   VIII. Announcements / Adjournment
      Acting Committee Chair Valentine closed the discussion at 11:21 a.m. to November 9,
TO: SBCCOG Transportation Committee  
   SBCCOG Infrastructure Working Group  
   SBCCOG Transit Operators Working Group  
   SBCCOG Board of Directors  
FROM: Steve Lantz, SBCCOG Transportation Director  
RE: SBCCOG Transportation Update Covering October 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.

**Federal**

**US DOE Launches $100 Million Green Hydrogen Fuel Cell Plan For Long Haul Trucks**  
The U. S. Department of Energy on October 8th announced a new five-year, $100 million green hydrogen and fuel cell truck plan aimed at driving down the cost and improving the efficiency of fuel cells in order to replace diesel with hydrogen for long-haul trucking.

To date, the Zero Emission Truck (ZET) initiatives have focused on battery electric trucks. However, Volvo and Daimler have just created a fuel cell partnership and others are considering hydrogen fuel cells for long-haul trucks.

The primary source of hydrogen today is natural gas, but the federal program is focusing on splitting hydrogen from water using electricity by making large scale electric hydrogen production systems more durable, efficient and affordable.

Because hydrogen can be transported by pipeline, vehicle, or watercraft without depending on the construction of major new electricity transmission lines, it raises the possibility of eventually positioning both large-scale and small-scale hydrogen fuel stations throughout the country.

**State**

**California Energy Commission Approves $384 Million For Zero-Emission Transportation**  
The California Energy Commission (CEC) approved a $384 million plan for clean transportation investments to boost the adoption of zero-emission cars and trucks. The plan focuses on closing gaps in zero-emission fuels and infrastructure to support Governor Gavin Newsom’s executive order phasing out the sale of new gasoline-powered passenger vehicles by 2035.

The 2020-2023 Investment Plan Update for the CEC’s Clean Transportation Program prioritizes funding for zero-emission vehicle (ZEV) manufacturing, electric and fuel cell charging infrastructure, and related workforce development and manufacturing. The program will also
include $10 mil to address COVID-19 recovery efforts and to provide state matches for related federal grants.

The funds will become available over the next three years and will be distributed to projects through a mix of competitive funding solicitations and direct funding agreements. In response to engagement with the program advisory committee and the Disadvantaged Communities Advisory Group, the CEC will seek to provide 50% of funds from this plan to projects that benefit low-income and disadvantaged communities.

**Will EVs crash the State’s grid?**

An executive order signed by Gov. Gavin Newsom on September 23rd aims to ban the sale of new gasoline-powered cars and light trucks in the state by 2035. The new goal compounds an existing state mandate that all retail electric sales be 100% carbon free by 2045. And Southern California expects demand for electricity by its customers to rise by 60% by 2045.

In addition, Californians will still be allowed to drive gasoline-fueled vehicles after 2035, and to buy them in the used-car market or import new vehicles from other states. They just won’t be allowed to buy new ones in-state.

Fortunately, in the short term the California Energy Commission has seen less than 2% growth in electric demand since 2009 while the population has grown by almost 7%. Increases in demand at the grid level have been held down by improved efficiency in electric equipment and appliances and the growth of “behind-the-meter” solar residential installations. And demand may ramp up slowly. SCE projects that EV ownership will rise to about 7.5 million vehicles, or about 25% of the state’s vehicles, based on expectations that about two-thirds of new-vehicle sales will be EVs by 2030.

Experts believe there is no technical or economic reason the grid can’t support full electrification of vehicles in the next decade. However, post 2030, California’s current electrical grid capacity today wouldn’t be sufficient to provide power for a projected 26 million EV cars and light trucks by 2035.

So what needs to be done in the state to accommodate the policy shifts and consumption growth? Meeting projected increased demand while also weaning California away from natural gas will require several inter-related strategies to be successfully implemented over the next 15-20 years. Improved efficiency of battery storage technology at the grid level and at the consumer products level will need to become significantly more efficient.

Planning must also become more granular. Knowing how much more electrical capacity California will need is a complex calculation of many variables, including the mix of battery-powered, hydrogen, or other technologies, continued growth in solar power (particularly for residential uses), continued increases in efficiency, expanded charging infrastructure, and improved understanding of the time of day that vehicle and grid batteries are being charged.

Because solar is bringing the cost of daytime charging down and changing peak pricing periods, the state’s electrical grid will have to be reconfigured to serve workplaces rather than homes and workplace owners and operators will need to provide charging stations for those vehicles. Edison projects that the necessary change would require about $75 billion in transmission and distribution investment at California ISO’s level.
The most important element in the state’s transition to EVs may well be coordination, to counteract the effect of fragmented responsibilities in the state for electrical generation, distribution and planning. The various state agencies will need to work together to balance the costs of growing power generating capacity with the pace of growing demand.

CA Program Helps Low-Income Californians Afford Cleaner Cars (and Now, E-Bikes)
The Clean Cars 4 All program — basically California’s “cash for clunkers” — gives low-income Californians a chance to trade in their older car for a hybrid or all-electric vehicle. Or, residents can opt to go car free and receive vouchers for transit passes or car sharing programs, and most recently, rebates on electric bikes.

The program is administered by the four air quality districts in the State, locally by the SCAQMD. Across the board, residents can choose to either scrap and replace their car, or scrap and receive a voucher for alternative transportation. All districts have income-based eligibility requirements and require that the car is in running condition and is 1995 or older. Grants vary between $4,000 and $9,500, depending on the applicant’s household income and preference for vehicle replacement or alternative mobility option.

Last year, Senate Bill 400 expanded the Clean Cars 4 All program to allow electric bikes and bike-sharing to be included as mobility options in the grant program, meaning that participants can choose to trade in their gas-guzzler for an e-bike or public transportation voucher.

Region

Metro Board Approves Microtransit Pilot Areas With $1 Fare; Launches TAPforce App
The fare structure and first service areas for the three-year MicroTransit Pilot Project, a ride-hailing program that will be operated by L, A. Metro, were approved on September 24th by the L. A. Metro Board of Directors. One of the initial zones will include LAX and the core of Inglewood.

Metro Micro will offer on-demand, shared ride service for short trips within designated service zones in Los Angeles County at an introductory rate of $1 per ride (transfer not included) during the six-month pilot projects.

A new fare payment and trip planning technology behind the project will allow riders who have TAP accounts to plan entire trips — both on Metro Micro and other mobility options — using real-time booking and payment through a new cloud-based mobile app on their smart phone or internet browser that Metro has named TAPforce, or by using Metro’s call center. Riders will be able to pay by using their TAP card, a TAPforce account on their iPhone (and soon on their Android phone), or with a debit, credit or prepaid credit card.

The TAPforce collaborative payment and trip-planning technology also enables participating agencies and private sector partners to offer a wide range of promotions, discounts, and rewards programs on their individual systems and for interagency mobility programs.

The TAPforce application is already being used for non-transit modes. For example, on the first day of the new program, LA Metro signed up 1,000 new Metro Bike Share customers. Once the six-month pilot programs are completed, Metro staff will return to the Board to consider
potential microtransit service area and fare adjustments. Metro is also interested in expanding rider options even further through innovative partnerships.

Publicis Sapient provided LA Metro with TAPforce, a cloud-based Salesforce Community and Commerce application that turns traditional fare cards into digital accounts, giving patrons access to more mobility options more easily through integrated, customized applications accessible through each customer’s TAPforce account.

**Metro To Off Free Rides, Ballot Drop Off Boxes On Election Day**

Metro will offer free service on its rail and bus lines on Election Day, Nov. 3rd. In addition, vote-by-mail ballot drop-off boxes have been placed at 19 rail and bus stations and L. A. Union Station and El Monte Station are being used as official vote centers from Oct. 24 through Nov. 3.

The following Metro rail and bus stations will have vote-by-mail ballot drop-off boxes:

- El Monte Station and Union Station
- North Hollywood
- 7th Street Metro Center
- Hollywood/Western
- Vermont/Santa Monica
- Wilshire/Vermont
- Expo/Vermont
- La Cienega/Jefferson
- Downtown Santa Monica
- Willow
- Willowbrook/Rosa Parks stations
- Mariachi Plaza
- Sierra Madre Villa
- Aviation/LAX
- Harbor Freeway
- Norwalk
- Harbor Gateway Transit Center
- Sepulveda

**ALERT! It's Time To Start Following LA City's Parking Rules Again**

The bad news: the City of Los Angeles ended its COVID-19 moratorium on issuing parking tickets on October 15th. The good news: LADOT will delay booting and impounding of "scofflaw vehicles" until Jan. 1. And the city will not impound vehicles when someone is living in them. The following city rules are back:

- **72-hour rule:** In the city of L.A., you don't have the license to park in a public spot forever. You have a maximum of 72 hours before your car can get towed. It doesn't matter if you're in a residential street with no signage for miles.
- **Overnight parking:** It’s technically allowed in the city of L.A. But in several other cities, including Pasadena, Alhambra, Beverly Hills and Culver City, overnight parking is not allowed unless you have a permit.
- **The street sweeping guardians have no mercy:** Street sweepers came and left? Street sweepers don't even show up? Doesn't matter. In L.A. city, if you're parked in a street sweeping spot during designated "no parking" hours, you're still eligible to get a ticket.
Autonomous Cars Are Slowly But Surely Gaining Momentum In California

Remember the predictions that held 2020 was meant to be the year robot cars went mainstream? Those 2020 hopes dashed in the avalanche of unmet New Year resolutions. The principal reason is that machine learning needed for cars to be autonomous and safely operated without a human backup driver is much more complex than initially thought by optimistic engineers.

Despite the engineering challenges, regulatory progress is being made for paid rides in autonomous cars — with and without backup drivers. However, the 130-page proposal from the California Public Utilities Commission still needs to go through months of comments from the public and the companies.

Two years ago, Waymo was the first company to get a permit to test robot cars without a driver on California roads. But it has never done so. Waymo says the roadblock is adoption of state guidelines for running an autonomous ride service. Waymo won't say when it will do no-driver tests here, but meanwhile it's ramping up city testing in San Francisco, in addition to Mountain View; opening a new facility in the Bayview; and embarking on a hiring spree.

General Motors subsidiary Cruise, the other company that's furthest along in self-driving, received permission in October to operate its Chevy Bolts without humans aboard. It plans to do so by year end — the first company to operate truly driverless cars in San Francisco.

Besides Cruise and Waymo, three other companies — Zoox, AutoX and Nuro — have California's OK to test cars without backup drivers. Lyft, which has centered California testing of its robotaxi pilot around Palo Alto, is now expanding to San Francisco. It also just resumed its robo-taxi rides in Las Vegas after pausing for several months during the pandemic.

Despite the entrepreneurial optimism and investment, some experts think robot cars are more likely first to be used in theme parks and sports venues rather than on public streets.
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November 9, 2020

To: SBCCOG Transportation Committee (from October 12, 2020 meeting)

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

Subject: City of Torrance Request for Additional Funds

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
Due to a lack of a quorum at the October 12, 2020 Transportation Committee meeting, this item was discussed at the October 14, 2020 Infrastructure Working Group meeting and was carried over to the November 9, 2020 Transportation Committee meeting.

The City of Torrance is requesting SBCCOG approval of additional funding for two active Measure R South Bay Highway Program (SBHP) projects. The two projects are MR312.23, the Torrance Transit Park & Ride Regional Terminal, and MR312.60, Crenshaw Blvd. Improvements from Del Amo to Dominguez Street. These two projects have been bid and awarded as a construction package to increase efficiency but are funded through two separate funding agreements.

The City has requested an additional $1,631,000 for MR.312.23, and $609,000 for MR312.60, for a total request of $2,240,000. The project cost increases are due to increases in material costs and delays caused by contractor issues. The project has been awarded to a new construction firm and is ready to move forward. Upon approval by the SBCCOG Board, the City and Metro will need to execute a Letter of No Prejudice to allow the City to continue working on the project pending formal Metro Board action on the source and timing availability for the additional funds. After consultation with Metro staff, SBCCOG staff is recommending the use of Measure M Multi-Year Subregional Program funding.

The Torrance Transit Park & Ride Terminal Project is a regionally significant project and will serve as a transit hub for Metro, GTrans, Beach Cities Transit, and Municipal Express Service and is the future terminal of the Green Line South Extension rail project. The accompanying Crenshaw Blvd improvements will ensure more efficient movement of vehicles in and around the Transit Center site.

RECOMMENDATION
The SBCCOG Transportation Committee recommends that the SBCCOG Board approve the City of Torrance’s request for an additional $2,240,000 and subsequently work with Metro and the City to identify the timing of the requested funds.
## South Bay Measure R / Measure M Highway Programs

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