

South Bay Cities Council of Governments

(Agency staff only) Infrastructure Working Group Meeting Notes - March 18, 2015

Attendees: Rob Beste (Torrance); Richard Garland (Carson); Stephanie Katsouleas (El Segundo); Akbar Farokhi & Arnie Shadbehr (Hawthorne); Andrew Brozyna & Homayoun Benboodi (Hermosa Beach); Albert Mendoza (Inglewood); Nasser Abbaszadeh & Miguel Alvarez (Lawndale); Esther Amaya (Los Angeles); Mark McAvoy (Lomita); Ed Kao & Joe Parco (Manhattan Beach); Elaine Jeng (Redondo Beach); Ted Semaan (Torrance); Nancy Pe (Caltrans); Patrick Smith (LA County DPW); Fulgene Asuncion & Isidro Panuco (Metro); Marcy Hiratzka, Steve Lantz & Lena Luna (SBCCOG); Annie Nam & Warren Whiteaker (SCAG); Tom Choe & Tarek Hatata (System Metrics Group)

Chair Beste called the meeting to order at 12:05 pm.

I. **Self-Introductions and Approval of February 18, 2015 Minutes** (Attachment A) – Minutes were approved as presented.

II. Agencies & Other Reports-

– **SBCCOG** – Program update – Steve Lantz made the following reports:

- **South Bay Neighborhoods in 2025 – A View from the Porch** (Attachment B) – Walter Siembab, Research Director of the SBCCOG, recently wrote a white paper entitled *South Bay Neighborhoods in 2025: A View from the Front Porch*. This document is intended to stimulate a conversation among South Bay policy makers and institutions about collaborating to form and implement a unique South Bay vision of a neighborhood strategy. The SBCCOG hopes to use this white paper as a catalyst to continue conversations about how to use a neighborhood structure to achieve California’s mobility and sustainability goals by 2025. A network of robust neighborhood centers could be used by business and public institutions to enhance quality of life including: public safety, access to senior services, health care, and education.
- **Letter to U.S. Secretary of Transportation Andrew Foxx re Beyond Traffic 2045** (Attachment B) - The SBCCOG sent a comment letter to the U. S. Department of Transportation, thanking the DOT for publishing a report called “Beyond Traffic 2045”. The DOT’s report has been an especially useful document in helping to frame local challenges and policy options that the South Bay faces. The SBCCOG has been working with our local jurisdictions for more than a decade field testing state-of-the-art programs and practices *specifically for suburban communities*, and welcomes the opportunity to continue its research with USDOT as a test-bed for suburban mobility innovation and sustainability initiatives. South Bay strategies and priorities addressing transportation included Neighborhood Electric Vehicles and other slow speed lane vehicles as well as the SBCCOG’s belief that the role of private sector entrepreneurial services will increasingly become a major part of our passenger transportation network. The letter concluded by requesting the DOT to consider the differences between urban and suburban mobility and incorporate the significant distinctions between urban and suburban mobility challenges that are being discovered related to new technology, an aging population, and a stressed suburban mobility infrastructure.
- **Metro Mobility Matrix Project List Acceptance** - (Attachment C) - **Transmittal Letter Re: List and Proposed Sales Tax**– Steve Lantz gave a presentation that was put together by Metro’s consulting firm which oversaw the development of the South Bay Mobility Matrix. In 2014, Metro initiated the development of seven sub-regional Mobility Matrices to provide consistent countywide corridor performance criteria to be used to identify and evaluate projects, programs, and policies that address future sub-regional, multi-modal needs. These “Mobility Matrix” lists identify and utilize screening criteria to evaluate corridors (highway, goods movement, transit, arterial, rail, pedestrian, bicycle, etc.) that will, in turn, establish a framework to recommend potential transportation improvements along those corridors. It is envisioned that these matrices will assist the sub-regions to identify and evaluate projects and programs for future transportation funding, as well as future updates to Metro’s Long-Range Transportation Plan. With the participation of South Bay cities’ staff, six project development team meetings were held to develop and finalize the South Bay Mobility Matrix and the sub-region’s goals. Major goals include: reducing traffic congestion and improving local mobility, linking transportation, land use and economic development, improving sub-regional active transportation options, and supporting the priority of maintaining transportation facilities and equipment in a state of good repair. The final South Bay list consists of 377 short, mid, and long-term projects and programs, including projects that are recently initiated, under construction, or partially funded, gives an overview of the study area’s demographics, and presents a high-level inventory of the transportation facilities being evaluated, including local use vehicles. (Findings indicated that about 65% of trips begin and end in the South Bay Cities.) The SBCCOG has decided to *accept* the final report, but not formally adopt it. The Metro Board will also vote on whether or not to accept the seven sub-regional Mobility Matrices, versus adopting them. Regarding the Proposed Sales Tax, Mr. Lantz reported Metro Board member Jim Butts co-authored a motion that questions the magnitude of the current Proposition A, C and Measure R project commitments and how the commitments will be met before new programs and projects are included in a new ballot measure. This is essential because much of Metro’s first and second generation of Measure R funds have already been exhausted and there are more projects than available Measure R funding.
- **SOUTH BAY TRAFFIC FORUM, LA County DPW** – Pat Smith distributed the South Bay Traffic Forum Status Report for March 2015. Highlights included: construction for the City of Gardena’s Traffic Management Center will begin soon; the design

phase of the Traffic Signal Synchronization Project on Crenshaw Blvd (affecting Gardena, Torrance, and Rolling Hills Estates) is complete and advertising for construction services is to take place in June.

- **Caltrans** – Nancy Pe made the following Measure R Caltrans project updates:
 - o **MR312.11 (DCCM) ITS: I-405, I-110, I-105, SR-91 at freeways ramp/arterial signalized intersections** – Design phase was completed: construction services to be advertised in June.
 - o **MR312.24 PAED I-110 Auxiliary lane from SR-91 to Torrance Blvd Auxiliary lane & 405/110 Connector** – PAED to be completed by June. The State has committed to fund the PS&E, R/W support and R/W capital phase of the project. The construction capital and support is not fully funded; Caltrans only has Measure R funding for these two phases currently. The opportunity to obtain additional SHOPP fund is high by the time the PS&E is in progress or near completion.
 - o **MR312.25 PAED I-405 at 182nd St./Crenshaw Boulevard** - environmental documents to be circulated in April.
- **L. A. Metro Reports** -
 - o **Metro Board** – Isidro Panuco announced that Art Leahy was replaced by Phil Washington from Denver Regional Transportation District. Mr. Panuco also reported that the Metro will consider the 2015-2021 South Bay Highway Program Budget Request for approval in April and that 2015 Call for Projects applications are currently being scored. Fulgene Asuncion reported that Metro staff is considering the conversion of the current Metro Call for Projects Program into a potential new subregional, multi-modal subvention formula program in which local agencies like the SBCCOG would determine sub-regional priorities for public transportation investments.
 - o **Metro TAC & Streets/Freeway Subcommittee** – Elaine Jeng reported the following updates from the Streets & Freeways Subcommittee:
 - **2015 Call for Projects Status** - 178 applications received (30% less than 2013 Call)
 - **Subregional Planning Area Boundaries Changes** - Board item #24 from the January 2015 meeting approved the updated boundaries of Metro Subregional Planning Area Boundaries. South Bay boundaries will align with the South Bay Cities COG boundaries. Approved creation of new Metro Regional Facilities Areas for major Los Angeles County airports, seaports, and LA Union Station and amended the Measure R Cost Containment Policy, adding a new Section 11 to ensure that Measure R funded projects located in the Regional Facilities Planning Areas (i.e., the Crenshaw Line's 96th Street Station) are not the responsibility of the subregional agencies.
 - **ATP Cycle 2 applications are due by June 1, 2015**

III. **Measure R Updates** – Steve Lantz made the following reports:

- **SBHP Implementation Plan Mandatory Workshop, April 30**, (Attachment D) – Every Measure R City in the South Bay has confirmed the attendance of at least one representative.
- **SBHP Project Reporting Status / Oversight Process Change** (Attachment E, Exhibit 1) – Failure to submit monthly and quarterly reports on time is being closely monitored. The SBCCOG Steering Committee will be apprised each quarter of missing reports, which poses the risk of deobligation. Reports may not be “skipped” if no activity has taken place or no invoices have been accrued; a report stating that no activity has transpired is still required.
- **SBHP Project Progress Risk Report** (Attachment F) L: SBCCOG staff is trying to get all cities current in their reporting. Yellow on this chart indicates a missing report (yellow cells with dates in black indicate the next reports’ deadlines.)

IV. **Project Spotlight: SCAG I-405 Corridor Study Update** – SCAG and System Metrics Group gave a joint presentation, in which the infrastructure and operational characteristics of the I-405 corridor (from Irvine to Santa Clarita) were explained: It is the second most congested corridor in the state, with 9 freeway interchanges. The corridor runs through 5 subregions and 2 counties, 2 major ports, and an international airport, but has no transit service on significant segments of the freeway. Demand profiles and performance assessments were shown. Congestion has greatly increased since 2009. OCTA plans to add to that congestion in the future. The need is to move people, rather than vehicles, and provide multi-modal considerations on this corridor. SCAG suggests rather aggressive and untraditional solutions which will be tested in SCAG travel-demand models. When the study concludes, SCAG will report back to the regional CEOs and incorporate their comments into SCAG’s RTP. Monthly meetings are scheduled and go into the next FY but will wrap up as soon as possible. SCAG requests local jurisdictions’ comments before April 9, 2015.

V. **Three-Month Look Ahead** (Attachment G) – Steve Lantz announced that the SBCCOG Steering Committee will next consider SBHP projects for deobligation in May 2015.

VI. **Announcements / Adjournment** –

Steve Lantz announced that the meeting dates have changed to reflect the fact that the IWG meets on the third Wednesday of each month. The dates that have changed are April 15 (previously 22), July 15 (previously 22), Sept 16 (previously 23.) He reminded cities of the April 30 all-day SBHP Implementation Plan workshop. Chair Beste adjourned the meeting at 1:28 pm until April 15, 2015. *Those who wish to include an item on the agenda must send an e-mail to: Marcy@southbaycities.org by April 1, 2015.*