



**Measure R South Bay Highway
Program Oversight Committee Meeting Notes-
June 4, 2014**

Attendees: Jim Dear (Carson); Dan Medina (Gardena); Ralph Franklin (Inglewood); Jim Goodhart (Palos Verdes Estates); Heidi Ashcraft (Torrance); Stephanie Katsouleas (El Segundo); Joe Parco (Manhattan Beach); Rob Beste (Torrance); Isidro Panuco (Metro); Jacki Bacharach, Marcy Hiratzka & Steve Lantz (SBCCOG); Steve Forster (APA Engineering); Try Kitou (HDR); Alan Clelland (Iteris); Claudette Moody (Parsons Brinckerhoff)

- I. **CALL TO ORDER / Introductions-** Chair Goodhart called the meeting to order at 3:09 pm.
- II. **REPORT OF POSTING OF THE AGENDA** – Received and filed
- III. **ANNOUNCEMENTS OF ANY CHANGES TO THE AGENDA** – None
- IV. **PUBLIC COMMENT** – None
- V. **CONSENT CALENDAR- Meeting Minutes for May 7, 2014 Measure R Oversight Committee** (Attachment A) - **Approved** – Councilman Franklin moved; Councilman Medina seconded; approved without objection.
- VI. **METRO UPDATES** – Isidro Panuco reported that the South Bay Arterial Baseline Condition Analysis and Mobility Matrix are both in the blackout phase of procurement and are to be awarded in July. Two Caltrans Measure R projects in the South Bay are currently in traffic analysis and should be completed by August. Caltrans' DCCM project is moving into its next phase in September 2014. The semi-annual Measure R update is approaching in September so lead agencies that need to make final changes or additions for the upcoming fiscal year need to do so now. Jacki Bacharach said that the consultant procurement process is underway for the South Bay Mobility Matrix, which will be developed from July 2014 to February 2015. Metro and the SBCCOG are executing a \$20,000 Metro funding agreement for SBCCOG assistance in reviewing and commenting on the documentation. This contract between Metro and the SBCCOG is an upcoming item for the Steering Committee and Board in June 2014. SBCCOG legal counsel has approved the contract; awaiting Metro's legal counsel's approval.
- VII. **SBHP PROJECT UPDATE / METRO CALL FOR PROJECTS ASSISTANCE POLICY / 2014-15 SCHEDULE** (Attachment B) – **Approved** - Steve Lantz announced that the SBCCOG and South Bay lead agencies are deciding which projects will be submitted projects as 2015 CFP applications, de-obligating projects, and adding new projects (pending nexus approval). A new chart was created to show the chronological progression of these actions, with notation of the months in which the Measure R Oversight Committee, Infrastructure Working Group, and Board have related actions at their meetings. If a project is added to the SBHP list, it would be added by MTA in March or September. New funding for any new projects would be effective the following July. Mr. Lantz noted that project deferral and funding de-obligation is not punishment, it reallocates the funds of projects that are not making progress or that missed the funding agreements execution deadline to projects that *are* ready to commence. The lead agency whose project funds were de-obligated will be able to request the funds when the agency is ready to resume the projects. By the end of July, the South Bay Lead Agencies planning to submit projects to the 2015 CFP (using SBHP money) will need to have identified new projects, and selected consultants to prepare the required PSR or PSRE. The De-obligation process is meant to identify the projects that are not a priority for the lead agencies so as not to postpone availability of SBHP cash flow from year to year. The SBCCOG Board must consent to any project deferral and deobligation. The City Managers, SBCCOG Board Members, Public Works Directors, and Engineering staff will receive a letter about the projects that are to be recommended for de-obligation so they can decide whether to appeal at the July 2 Measure R Oversight Committee.

MOTION by Councilman Franklin, seconded by Councilman Medina, to **APPROVE** the recommendation to the Board of notifying cities that are at risk of deferral or de-programming that this process will occur in July, and of notifying cities that new project requests are being accepted (including requests for SBHP match funding for the 2015 CFP or other eligible grant opportunities.) The motion was approved without objection..

- VIII. SBCCOG Technical Bench Support Request for 2015 Metro Call for Projects Applications / Request for Measure R SBHP Local Match – Approved** – The item was distributed after the agenda was circulated to enable consideration of requests made by the May 30, 2014 request deadline. Steve Lantz announced that the SBCCOG has changed the consultant procurement process. Going forward, after the SBCCOG has reviewed and approved a lead agency's scope of work, the lead agency will write and release the RFP and hire the consultant. The SBCCOG will not be the party to the consultant contract. The SBCCOG will execute a funding with the lead agency to allow the SBCCOG, as a financial sponsor of the project, to reimburse the lead agency for the technical assistance. Cities, at their option, will be able to select a firm from the SBHP Technical Consulting Bench or an outside consultant. Jacki Bacharach said that the highway nexus analysis for new projects must be completed by July 2014. Steve Lantz said that he will determine the preliminary findings on the nexus analysis on his own. Ms. Bacharach pointed out that this item is a "Receive and File" item in the recommendation on the memo, but is an "Action" item on the June Measure R Oversight agenda. The memo was amended to remove "Receive and File" from the recommendation.

MOTION by Councilman Franklin, seconded by Councilman Goodhart, to **APPROVE** recommendation to the Board as amended, with the removal of "Receive and File" before "Staff to evaluate the requests and return with recommendations for funding at the July meeting." Approved without objection.

- IX. SBHP Technical Assistance Funding Agreement Template** – (Attachment C) - Received and filed – Steve Lantz announced that the Board approved this document in May. Jacki Bacharach suggested amending the template to remove "El Segundo" and dates specific to El Segundo's contract terms, to make the template generic.
- X. SBHP Project Monitoring** – Steve Lantz reported:
- A. **SBHP Project De-Obligation Risks Report** – (Attachment D) - Received & filed - the project progress report (Gantt chart) will no longer be provided every month at the Measure R Oversight Committee and Infrastructure Working Group meetings. Furthermore, this document will become the "De-Obligation Risk Report", featuring the projects subject to de-obligation and the data to justify the recommendation. Rob Beste differentiated "de-obligate" and "re-program" because typically, "de-obligate" insinuates a project disappearing forever, but in this situation, nothing is disappearing, project funds are just being delayed. The consensus was to keep the term "de-obligation" in order to get the cities' attention. Isidro Panuco suggested adding a column to indicate funding agreements that are in circulation but have yet to be officially executed, but Steve Lantz said that he does not want lip service, so projects with pending executed Funding Agreements will not be removed from the list prior to Measure R Oversight Committee consideration..
 - B. **SBHP 3-MONTH LOOK AHEAD** (Attachment E) – Received & filed - In August 2014, the next SBHP quarterly report will be distributed. Jacki Bacharach commented that the first bullet in the June Board sections should say, "APPROVE PROCESS FOR FUNDING, not FUNDING."
 - C. **SBHP IMPLEMENTATION PLAN UPDATE CALENDAR** (Attachment F) – Received & filed
- XI. SBHP Project Spotlight: I-405 Improvement Studies** – Steve Lantz gave this report on behalf of Metro. Metro is conducting a feasibility study of Metro ExpressLanes (MELs) on the I-405 between the Orange County line and LAX, and defining an initial concept of operations. This is not intended to be a detailed major investment study. This effort addresses MAP-21 HOV lane degradation and requires inter-county coordination with OCTA's I-405 improvement project, MTA, Caltrans, and the Gateway COG and South Bay COG. These agencies hope to improve mobility and choices for carpoolers, bus riders, and motorists willing to pay who travel between OC and LAX. The study has screened 4 conceptual HOT lane alternatives: Alt 1-405 Corridor Single HOT/Express Lane, Alt 2-I-405 Corridor Dual HOT/Express Lanes, Alt3-I-605 (single) and I-105 (dual) HOT Lanes without Direct Connectors at NB I-605/WB I-105, and Alt 4-I-605 (single) and I-105 (dual) HOT Lanes with Direct Connectors at NB I-605/WB I-105. No Build/Baseline Alternative: SCAG 2012 RTP Baseline (Only committed improvements with Full funding;

Baseline would be updated if study were to continue and projects in the RTIP baseline changed.) Metro is considering this with ONE Expresslane instead of 2. The only corridor that has three lanes (at peak hours) is the I-10. Center medians would be removed but not any existing lanes. Mr. Lantz said that since these projects are not being funded as operational improvements (only as PPP), the SBHP may be able to pay for part of this. Future MEL projects will not be federal demonstrations like the pilot was, and Metro will need funding assistance. Metro staff is making no recommendations at this time, just showing the research's findings. Claudette Moody remarked that Metro Board Directors Ridley-Thomas and John Fasana are championing this feasibility study and do not want the explorations of future ExpressLane projects to be put on a shelf. Mr. Lantz said that Metro agrees with the SBCCOG's desire to improve the I-405 south of the I-105 while Metro is deciding confirming the chosen alternative, as the South Bay curve is the lowest of the low priorities. Councilman Franklin said that he was concerned that another bottleneck situation would arise, like there is at the Adams exit on the I-110. Jacki Bacharach said that it is important to participate in regional dialogue with the rest of the county or else the I-405 gets left out of improvements while other sub-regions benefit. Rob Beste suggested "reversing" the funding cycle and asking for \$5 billion dollars in the next call because \$906 million is nothing compared to what other sub-regions were allocated. Meanwhile, the South Bay has been and still is contributing to the tax measures that are benefiting other sub-regions. He suggested analyzing the unfairness of past awards to the South Bay and advocating for the reverse funds during the next opportunity. If the advocacy is successful, the South Bay might see the funds that have been allocated elsewhere in one lump sum. Steve Lantz suggested hosting a "I-405 South Bay Viewpoint Workshop."

XII. ADJOURNMENT – Chair Goodhart adjourned the meeting at 4:42 pm until June 2, 2014, at 3:00 pm.