

South Bay Cities Council of Governments

Transportation Committee  
SBCCOG Office  
20285 Western Avenue, Suite 100  
Torrance, Ca. 90501

Monday, March 13, 2017  
10:00 a. m. – 11:45 a. m.

MEETING NOTES

BOARD MEMBER OSBORNE CALLED THE MEETING TO ORDER AT 10:00AM

I. Welcome / Self-Introductions

In attendance were the following voting SBCCOG Board Members:

Jim Osborne (Lawndale)	Olivia Valentine (Hawthorne)
Christian Horvath (Redondo Beach)	Kurt Weideman (Torrance)
Hany Fangary (Hermosa Beach)	

Also in attendance were the following persons:

David Leger (SBCCOG)	Josie Gutierrez (LA County Public Works)
Jacki Bacharach (SBCCOG)	Ifeanyi Ihenacho (Torrance Transit)
Steve Lantz (SBCCOG)	Dietter Aragon (Torrance Transit)
Mike Bohlke (Metro)	Ernie Crespo (GTrans)
Joyce Rooney (Beach Cities Transit)	Rob Beste (Torrance Public Works)
Amy Ahdi (Beach Cities Transit)	Stephanie Katsouleas (Manhattan Beach Public Works)
Andy Winje (Redondo Beach Public Works)	

II. Selection of Committee Chair, Vice Chair and Official Committee members

The following SBCCOG Board Members expressed interest in serving on the Transportation Committee: Redondo Beach - Christian Horvath; Hermosa Beach – Hany Fangary; Hawthorne – Olivia Valentine; Manhattan Beach - Amy Howorth; Torrance – Kurt Weideman; Lawndale – Jim Osborne

MOTION by Board Member Weideman, seconded by Board Member Osborne, TO CONFIRM BOARD MEMBERS HORVATH, FANGARY, VALENTINE, HOWORTH, OSBORNE, AND WEIDEMAN AS MEMBERS OF THE TRANSPORTATION COMMITTEE. No objection. So ordered.

MOTION by Board Member Osborne, seconded by Board Member Weideman, TO NOMINATE AND CONFIRM BOARD MEMBER HORVATH AS CHAIR OF THE TRANSPORTATION COMMITTEE. No objection. So ordered.

MOTION by Board Member Osborne, seconded by Committee Chair Horvath, TO NOMINATE AND CONFIRM BOARD MEMBER WEIDEMAN AS VICE CHAIR OF THE TRANSPORTATION COMMITTEE. No objection. So ordered.

III. Committee Charter - Discussion and Recommendation

A. Receive reports and provide direction on current priority transportation issues such as:

- a. Green Line South DEIR alternatives
- b. Review possible acceleration of the I-405 improvements and coordination with interchange projects

- c. Coordinating SBHP Measure R with Measure M Highway Operational Improvements
- d. South Bay Bus Rapid Transit Program strategies
- B. Monitor and provide direction on development of Measure M Regional and Sub-regional Guidelines and oversee their implementation on behalf of the SBCCOG Board with quarterly reports to the SBCCOG Board – letter sent to Metro re: guidelines attached
- C. Oversee integration of Measure R and Measure M program processes
- D. Provide direction and oversight on development of a Measure M South Bay Implementation Plan
- E. Recommend SBCCOG Board approval and then oversee Measure M and Measure R project selection processes and eligibility criteria
- F. Recommend annual Measure R and Measure M funding for program development/administration, project development and delivery, and project oversight to SBCCOG Board and Metro Board
- G. Provide direction and oversight on development of a Sustainable South Bay Mobility Strategy which will include complete streets, goods movement, ITS, slow speed and active transportation, and broadband programs
- H. **Comment on development of Metro’s Long Range Transportation Plan**
- I. Address other policy and process issues as they arise

The Committee discussed the Committee Charter as proposed. Chair Horvath asked a question in regards to “disruptive technologies” being incorporated into the Committee Charter. Disruptive technologies could include broadband and other emerging technologies. Steve Lantz suggested incorporating this into item “G” of the Committee Charter, so that item “G” now reads: “Provide direction and oversight on development of a Sustainable South Bay Mobility Strategy which will include complete streets, goods movement, ITS, slow speed and active transportation, broadband programs, and other emerging technologies”. Chair Horvath stated that we should advocate that these technologies should also be eligible for transportation funding.

MOTION by Committee Vice Chair Weideman, seconded by Board member Valentine, TO APPROVE THE CHARTER. NO OBJECTION, SO ORDERED.

Board Member Fangary asked to include “wifi” in the amendments to item “G”. There was a brief discussion with the representatives from Torrance Transit, Beach Cities Transit, and GTrans as to whether there are any current/planned projects to install wifi on their buses. The operators stated that there currently are none, but that it is something that could be studied and looked into.

MOTION BY Board Member Osborne, seconded by Board Member Weideman, **TO INCLUDE “WIFI” IN ITEM G OF THE CHARTER.** No objection. So ordered. Item “G” will now read: “Provide direction and oversight on development of a Sustainable South Bay Mobility Strategy which will include complete streets, goods movement, ITS, slow speed and active transportation, broadband and wifi programs, and other emerging technologies”.

#### IV. Schedule for development and approval of Measure M Guidelines

Steve Lantz gave a presentation of the proposed Measure M Guidelines that was presented to COG Executive Directors by Metro staff during the week before this meeting. The guidelines are expected to be released by Metro to the public for a 60 day comment period at their April Board Meeting, with final approval at their June Board Meeting.

There were a few items that raised concern for the Transportation Committee members. These issues included a lack of a funding allocated to the subregions for administration of the subregional programs, the 3% rail contribution, requirements that projects be completely “shovel ready” / the prohibition of Measure M funds to fund studies, and lack of subregional autonomy in deciding projects.

Metro staff explained at the COG Executive Directors meeting that administrative funding should come from Local Return allocated to the cities. Rob Beste argued that the money set aside for administration for these projects by Metro should be used for these costs since the COGs will be doing the work. Other options may be available as well, such as including these administration costs into the costs of the projects themselves. Chair Horvath agreed saying that no one thought that local return would be the funding source for Measure M Subregional project development and we should organize opposition with other subregions by talking to them in advance of the comment meetings.

Stephanie Katsouleas suggested that a records request be made to find out how much Metro is spending on the South Bay administration of the Measure R projects. Mike Bohlke said that he would make some inquiries. Bohlke also pointed out that there is currently a \$60 million shortfall that is the difference between the projected revenue upon which the expenditure plan was based and the actual revenue from Measure M.

In regards to subregional autonomy for subregional programs, as written, the guidelines only allow for subregions to propose projects not already listed in Metro's mobility matrix for the subregion. Beste stated that what we are doing with the Measure R SBHP is working and the cities like it. Katsouleas stated that it is much easier to make equitable decision at the COG level. It is streamlined and local elected officials approve the projects.

The ways that cities may meet their 3% rail contribution requirement is still a cause of concern. The requirement has expanded to requiring cities to contribute if a station is within .5 miles of their city boundary, even if the station is not in their city. There is also uncertainty if previously made improvements can be used towards the city's contribution requirement. It will be important that the Torrance Transit Center & Redondo Beach Transit Center are part of the 30% design of the project and in the EIR so that they are considered part of the project cost. Also, if we want to accelerate the Green Line project, a letter of no prejudice is needed from Metro.

Steve Lantz brought up the possibility of considering a construction authority which would be a single purpose agency to build transportation projects in the South Bay. Beste didn't think it was necessary since we don't have big projects – just small ones. He stated that Metro doesn't understand the scope and scale of our projects and they want more requirements because of that.

There was also discussion concerning the Caltrans approval process and how it is affecting the timely use of funds by our cities. A meeting is being scheduled with Caltrans to discuss this and hopefully expedite their process. Katsouleas suggested a committee at Caltrans be created to handle South Bay projects from the beginning with ROW, permitting and design people on it.

Mike Bohlke, Deputy to Metro Board Member Jim Butts, added that the Debt Policy and Contingency Fund policy is an area that the Committee should keep an eye on as well.

It was also reported that the Measure R Cooperative Agreement between Metro and the SBCCOG is expiring on May 31, 2017. Steve Lantz and Jacki Bacharach are negotiating an extension and any issues will be reported out at the next meeting.

Announcements / Adjournment - Next meeting date/time – April 10, 2017

MOTION by Board Member Osborne, seconded by Committee Vice Chair Weideman, TO ADJOURN THIS MEETING OF THE TRANSPORTATION COMMITTEE. No objection. So ordered.

Committee Chair Horvath adjourned the meeting at 11:25 AM.