

South Bay Cities Council of Governments

Transportation Committee  
October 9, 2017  
Minutes

COMMITTEE CHAIR HORVATH CALLED THE MEETING TO ORDER AT 10:34 AM

I. Welcome / Self-Introductions

In attendance were the following voting SBCCOG Board Members:

Christian Horvath, Chair (Redondo Beach)	Kurt Weideman, Vice Chair (Torrance)
Olivia Valentine (Hawthorne)	Suzanne Fuentes (El Segundo)

Non-Voting Representatives

Donald Szerlip, Metro South Bay Sector Council  
Ted Semaan, IWG (Redondo Beach)

Also in attendance were the following persons:

David Leger (SBCCOG)	Isidro Panuco (Metro)
Jacki Bacharach (SBCCOG)	Mark Dierking (Metro)
Steve Lantz (SBCCOG)	Manjeet Ranu (Metro)
Luchie Magante (Carson)	Kalieh Honish (Metro)
Orlando Rodriguez (El Segundo)	Greg Farr (Caltrans)
Frank Senteno (Lawndale)	Jimmy Shih (Caltrans)
Mike Bohlke (Metro)	

II. Consent Calendar

A. Minutes of August 14, 2017 meeting

Don Szerlip clarified that the Metro diesel buses still in service are only located in the South Bay.

B. October 2017 Transportation Update – received and filed.

MOTION by Committee Vice Chair Weideman, seconded by Committee Member Valentine, to APPROVE the Consent Calendar with Mr. Szerlip’s added comments. No objection. So ordered.

III. SBCCOG Transportation Working Group Updates

A. Transit Operators Working Group Update – No report given.

B. Infrastructure Working Group Update – No report given.

C. Caltrans South Bay Highway Projects Update

Isidro Panuco presented an overview of existing Measure R Caltrans projects and future proposed projects on the I-405. Mr. Panuco noted that Inrix, a group that provides traffic information, listed the I-405 in the South Bay (Rosecrans to Alameda) as one of the most congested hotspots in the US.

In 2008, there was a line item in Measure R for I-405 South Bay Ramp and Interchange Improvements. One of the Caltrans projects included in the initial program was the I-110/I-405 interchange improvement which adds an auxiliary lane to the I-110 South to help reduce backup. Caltrans funded the PSR phase for the project and Measure R funded the environmental phase. Caltrans is now paying for the design and construction (approximately \$50M) through SB1 funds and will begin construction in late 2017/early 2018.

The second project funded through the Measure R program is the I-405/Crenshaw-182<sup>nd</sup> St on-ramp/off-ramp improvements. This project will redesign the on and off ramps as well as add an auxiliary lane. Caltrans paid for the PSR phase of this project and Measure R is funding the environmental phase (already completed) and the design (currently underway). This project is expected to be completed in 2021/2022. Metro is looking for possible Federal funds to help fund the construction phase. This project is estimated at \$85-90 million.

Mr. Panuco also informed the group of a 2010 Corridor System Management Plan for the I-405 which assessed performance and identified factors for congestion. Metro is considering doing two Project Study Reports (PSR)

(one northbound, one southbound) to further elaborate and identify the types of projects on the I-405 that would help ease congestion. The PSR would take approximately eight months and identify the types of improvements and scope of the environmental document required for the improvements. They're looking to minimize Right of Way acquisition needs and other large environmental impacts to help expedite the delivery of the projects.

Committee Chair Horvath asked Mr. Panuco when Metro would be beginning the PSRs. Mr. Panuco noted that Metro has a standing bench of consultants and would likely utilize one of those firms so they could begin within a couple of months. The Committee Chair then asked if these PSRs would help get the South Bay Curve project scheduled in the late 2040's to be delivered any sooner. Mr. Panuco explained that it's possible, but that these PSRs are more positioned to help get nearer-term operational improvement projects that are shovel ready. The South Bay Curve project involves widening of the freeway which is not part of the improvements the PSRs would look into. Mr. Panuco added that there will be monthly meetings between Caltrans, Metro, SBCCOG, and City Staff.

Mr. Szerlip added that it seems like these discussions have been had for decades with no improvements being made. Mr. Panuco explained that the 2010 Corridor System Management Plan was a feasibility study which was really the first step in the process. The PSRs are the next step, defining the specific geometrics and going into further detail to say what improvements will actually make a difference.

#### IV. 2018-19 Process for Measure R SBHP Project Funding Requests (New Projects, Project De-Obligations, and Funding Changes)

Steve Lantz reported that SBCCOG staff will be holding one-on-one meetings with each city to review the progress of each of their current projects and to discuss any new project requests they might have.

#### V. Measure M Guidelines Development and Metro Policy Advisory Council Updates

##### A. **Metro's Proposed Measure M Administrative Guidelines Update**

1. Multi-Year Sub-regional Program (MSP) Administrative Procedures
2. MSP Performance Measures – Approach Options
3. MSP 5-Year Plan Development Process Outline
4. Schedule for Measure M/ Long Range Transportation Plan Reviews
5. Measure M Major Capital Project Acceleration / Deceleration

Steve Lantz reported that the Metro Policy Advisory Council (PAC) is still looking at the Measure M Administrative Guidelines which sets the policies and procedures. Mr. Lantz briefly reviewed the MSP Performance Measure item, noting that this is a major difference from the Measure R program. The performance measures would determine what projects are worthy of being built and to evaluate the projects once they are built. There is still disagreement in the PAC as to whether each sub-region will be able to set its own performance measures for its sub-regional programs. Metro is receptive to this idea which is supported by the COGs. The Administrative Guidelines are expected to be completed by December, which means the SBCCOG can begin discussing what the sub-regional programs will look like in the South Bay in the first quarter of 2018.

Ms. Bacharach added that public participation issue is still a topic of discussion at the PAC meetings. Some participants feel that there should be extensive public outreach and participation at the COG level. COGs feel that since they are not a lead agency, the public outreach should be done at the local city level. In December, Metro staff will make final revisions to the administrative guidelines. Ms. Bacharach added that at the last meeting, the subregions were informed of the funding they would receive over the next five years, noting that the South Bay will receive \$179M in that time for program/project development over the next five years. Ms. Bacharach explained that the COGs asked Metro Staff to review the possibility of a Letter of No Prejudice so they can begin spending the money now and start to establish the four Measure M sub-regional programs. Ms. Honish explained that they are looking into it, but that Metro Legal is currently completing the formats of the funding agreements that will be ready to be signed by the beginning of January. Ms. Bacharach noted that although this is good news, it will take a couple of months for the SBCCOG to have its legal review done and passed through the appropriate committees and board.

Ms. Bacharach asked Mr. Ranu and Ms. Honish if there was a workshop scheduled for the Long Range Transportation Plan financial forecast. Ms. Honish informed the group that the workshop is tentatively scheduled for October 18<sup>th</sup>, but she will confirm the date and time and send the information to Mr. Leger for distribution. (Final date set subsequent to the meeting - November 7)

Mr. Lantz then briefly reviewed the issue of acceleration and deceleration, noting that the policies are for major projects, such as the Green Line extension, not sub-regional programs.

Mr. Ranu and Ms. Honish then gave a brief PowerPoint presentation on the Measure M project acceleration/deceleration factors and evaluation process. Mr. Ranu began by explaining that accelerators are factors beyond the control of Metro that could result in facilitating early delivery of projects and that decelerators are factors beyond the control and through no fault of Metro that could result in significant and costly delays. An evaluation tool was created to help score Measure M projects with a low, medium, and high indicator for acceleration/deceleration. Metro staff would conduct the analysis and then the Metro Board would review those results and decide on any potential action.

For further detail, the presentation can be viewed online at:

[http://www.southbaycities.org/sites/default/files/transportation\\_committee/PRESENTATION\\_%20Metro%20Accel-decel%20policy.pdf](http://www.southbaycities.org/sites/default/files/transportation_committee/PRESENTATION_%20Metro%20Accel-decel%20policy.pdf)

Committee Member Valentine asked Metro Staff how often these evaluations would be done considering factors could change from one month to the next. Metro Staff explained that the evaluations could be done as often as wanted and that the tool keeps track of the projects score over time.

Mr. Szerlip asked if the Metro Board must vote on any accelerations or decelerations. Metro Staff confirmed that is correct.

Mr. Lantz pointed out the issue with the transit oriented community policy, explaining that the current requirements aren't reasonable for the South Bay considering they would require cities such as Lawndale to have a city-wide transit oriented community policy. Metro Staff noted that no individual factor is mandatory, so it is possible that a project could be accelerated even if the transit oriented community policy is not in place.

#### VI. FY 2017-18 Federal and SB1 Funding Guidelines / Application Schedule

Mr. Lantz briefly reviewed the agenda page explaining the SB1 funding sources. Ms. Bacharach added that she was at a CALCOG meeting recently and that many people are nervous about the potential repeal initiative for SB1 and that the California Transportation Commission is working hard to develop a project list to make available for its public outreach programs. Ms. Bacharach informed the Committee of a website with information on SB1: <http://rebuildingca.ca.gov>. The League of California Cities developed a toolkit for project applications available at <https://www.cacities.org/Policy-Advocacy/Hot-Issues/Transportation-Funding>

#### VII. Announcements / Adjournment - The Next Transportation Committee is scheduled for November 13, 2017 at 10:30am.

Committee Chair Horvath adjourned the meeting at 11:45 am.