

**South Bay Cities Council of Governments
Infrastructure Working Group Meeting Notes – October 10, 2018**

Attendees: Chair Stephanie Katsouleas (Manhattan Beach); Lifan Xu (El Segundo); Jun De Castro (Gardena); Louis Atwell (Inglewood); Jonathan Wu & Grace Huizar (Lawndale); Ted Semaan, Didar Khandker & Andrew Winje (Redondo Beach); Craig Bilezerian & Art Reyes (Torrance); Jimmy Shih (Caltrans); Maryam Adhami & Robert Torres (LA County DPW); Paul Backstrom (Metro); Wally Siembab, Steve Lantz & David Leger (SBCCOG); Jei Mercado (EtherWAN Systems); Delbara Dorsey (Everfield Consulting); Greg Jaquez (MNS Engineers); Carrie Davis (Michael Baker); Juanita Martinez & Margot Yapp (NCE); Janna McKhann & Aaron Edwards, (NexTech Systems); Chris Buscarino (Parsons); Doug Johnson (Project Partners); Wayne Richardson & Scott Robinson (TrafficCast); Bill Stracker (Wallace & Associates)

I. **Self-Introductions and Approval of September 12, 2018 Meeting Notes** – Chair Stephanie Katsouleas called the meeting to order at 12:06 pm. The September 12, 2018 meeting notes were approved without objection.

II. **Agency & Other Reports**
SBCCOG: no updates given.

South Bay Traffic Forum, LA County DPW: Robert Torres provided the following updates: The contract negotiations with Econolite for the Centracs System are in progress and are tentatively scheduled for approval by the Board of Supervisors in February 2019; Detection analysis and design of video detection of 5 intersections are currently being revised; The County is working with Torrance and Econolite regarding an issue with the interface of the City’s Centracs systems; Redondo Beach is purchasing a firewall to enable the IEN workstation connection. For more details on these projects as well as the status of TSSP projects, the full report can be found on the SBCCOG website at:
http://southbaycities.org/sites/default/files/infrastructure/HANDOUT_October%202018%20Traffic%20Forum%20Report.pdf

Caltrans: Mr. Shih reported that the 405/Crenshaw project is currently on schedule and is expected to be listed for construction in March 2020. Mr. Shih also announced that Caltrans District 7’s new Director is John Bulinski.

L. A. Metro Updates

- **L.A. Metro Board** – no reports given.
- **Metro TAC & Streets and Freeway Subcommittee** – no report given.

III. **Measure R SBHP**

- **Annual Program Evaluation Tool and Summary Table**
Mr. Lantz reviewed the new APE report, explaining that the report starts over each July. If there are any errors noted, let David Leger know so the edits can be made. The report can be viewed online at:
http://southbaycities.org/sites/default/files/infrastructure/HANDOUT_September%202018%20SBHP%20APE%20Report.pdf
- **FY 19-20 SBHP Metro Budget Request Update**
Mr. Lantz reported that the project submission deadline was September 30th. He asked that any last minute project requests be submitted as soon as possible.

IV. **Other Program Updates**

- **Crenshaw/LAX – Green Line Opening Day Operating Options**
Mr. Lantz summarized that over the last couple months, the SBCCOG has been reviewing Metro’s proposals for opening day service for the Crenshaw/LAX and Green Lines. Metro has held several educational sessions for the SBCCOG Board and three public workshops. Mr. Lantz explained that Metro staff has settled on Alternative C1 as the preferred operating plan while Alternative C3 appears to be the compromise plan between the Gateway COG and SBCCOG. The SBCCOG will be asking for volunteers to attend Metro’s October Operations, Safety, and Customer Experience Committee as well as the Board of Directors meeting to advocate for the C3 alternative. Mr. Lantz also reported that the Metro Board voted to advance the Green Line Extension EIR at their September Board meeting.
- **Measure M MSP Development Program Update**
Mr. Lantz reported that MSP continues to discuss project selection criteria, public participation, and performance measures.

– **CITT / SBCCOG Goods Movement Class**

Mr. Lantz reported that the Center for International Trade and Transportation out of CSULB has partnered with the SBCCOG to hold a series of goods movement classes in January and February to look at what’s needed to effectively move goods through an urban area, particularly with the massive technological changes underway. Topics will include re-construction of goods movement thoroughfares that are built to withstand the heavy loads. The workshops are for both consultants and city staff.

– **Trenching / Dig-Once Policy discussion**

Mr. Lantz noted that a follow-up meeting with the utility companies was recently held. He explained that this discussion stemmed from the utility companies’ desire to have a more uniform trenching policy throughout the South Bay. Chair Katsouleas added that the last meeting’s discussion focused on the circumstances, if any, that would enable utility companies to allow the city to install conduit in their trenches.

– **CMP Opt-Out Council Actions**

Mr. Lantz introduced Paul Backstrom from Metro to give a brief presentation on the CMP Opt Out efforts. Mr. Backstrom explained that the Congestion Management Program (CMP) is a state mandated program that attempts to link transportation and land use decisions to mitigate congestion and defines transportation deficiencies using a Level of Service standard. The CMP requires biennial monitoring, reporting, and review, and can result in withholding of gas tax revenues.

The CMP statute allows the county to opt-out of the program without penalty if a majority of local jurisdictions representing a majority of the county’s population, formally adopt resolutions requesting to opt out of the program. Metro believes that the County would benefit from opting out of the CMP because: the CMP is outdated in relation to regional, state, and federal transportation planning requirements; relieves Metro and local jurisdictions of a mandate to use Level of Service to determine roadway deficiencies, and eliminates the administrative/financial burdens of demonstrating conformance with the CMP.

For more detail, Mr. Backstrom’s presentation is available online at:

http://southbaycities.org/sites/default/files/infrastructure/PRESENTATION_CMP.pdf

V. **Applications Enable by the South Bay Broadband Initiative**

Mr. Siembab gave a brief presentation on why South Bay cities need more bandwidth and how that can be accomplished with the SBCCOG’s broadband initiative. Mr. Siembab explained that over the next three months, city councils will decide on whether to join a consumer consortium that will purchase much larger quantities of network capacity at lower costs. He gave a brief background on fiber optics and the internet speeds and capacity it could provide. Mr. Siembab also explained how the fiber network can serve as a platform for other industries such as 5G cellular, entertainment, connected vehicles, internet of things, and more. Mr. Siembab summarized his presentation by reiterating why the fiber backbone project is important: it will help attract and retain businesses in the region; improve citizen satisfaction in internet connection/speeds; allow cities the ability to regulate; and lower the cost of municipal operations. Mr. Siembab noted that fiber will be the basic infrastructure of the 21st Century.

Mr. Siembab’s presentation is available online at:

http://southbaycities.org/sites/default/files/infrastructure/PRESENTATION_Smart%20South%20Bay.pdf

VI. **Spotlight Presentation**

– **Save California Streets / Proposition 6**

Margot Yapp (NCE) presented on the 2018 California Statewide Local Streets & Roads Needs Assessment. Ms. Yapp explained that this assessment aims to identify pavement conditions statewide; provide maintenance estimates for local roads, bridges, and other essential components; identify the funding shortfalls; and communicate these results to elected officials, the public, and news organizations.

Ms. Yapp explained that over 85% of California’s roads are owned by cities and counties, and that approximately 90% of agencies provided information for this project. Ms. Yapp then reviewed more detailed information about the changing condition of California roads since 2008, since SB1 was passed, and the projected condition should SB1 be repealed. Over the next decade, over \$100 billion in funding is needed to meet pavement, bridge, and essential component needs throughout the state. Although SB1 does not provide funding to address all of these needs, it does provide funding to stave off even more deterioration of the roads while a long-term solution is developed.

For more detail, Ms. Yapp’s presentation is available online at:

VII. **Three-Month Look Ahead** – Received and filed.

VIII. **Announcements & Adjournment**

Chair Katsouleas adjourned the meeting at 1:33 pm until November 14, 2018 (agency-only meeting). To include an item on the agenda, please email Steve Lantz (lantzsh10@gmail.com) by November 5, 2018.