

South Bay Cities Council of Governments

Transportation Committee

June 12, 2017

Minutes

COMMITTEE CHAIR HORVATH CALLED THE MEETING TO ORDER AT 10:32 AM

I. Welcome / Self-Introductions

In attendance were the following voting SBCCOG Board Members:

Christian Horvath (Redondo Beach)

Kurt Weideman (Torrance)

Suzanne Fuentes (El Segundo)

Jim Butts (Inglewood)

Olivia Valentine (Hawthorne)

Jim Osborne (Lawndale)

Non-Voting Representatives

Donald Szerlip, Metro South Bay Sector Council

Rob Beste, IWG Vice Chair (Torrance)

James Lee, Transit Operators (Torrance Transit)

Also in attendance were the following persons:

David Leger (SBCCOG)

Josie Gutierrez (LA County Public Works)

Jacki Bacharach (SBCCOG)

Ted Semaan (Redondo Beach)

Steve Lantz (SBCCOG)

Jimmy Shih (Caltrans)

Isidro Panuco (Metro)

Christine Song (Caltrans)

Mike Bohlke (Metro)

Orlando Rodriguez (El Segundo)

Joyce Rooney (Beach Cities Transit)

Chris Carrillo (Epic Land Solutions)

Ernie Crespo (Gardena Transit)

Kathy Tegeler (Epic Land Solutions)

Godfrey Offoegbu (Torrance Transit)

II. Consent Calendar

A. Minutes of April 10, 2017 meeting

B. Meeting Notes of May 8, 2017 meeting

C. June 2017 Transportation Update

MOTION by Committee Vice Chair Weideman, seconded by Committee Member Osborne, to APPROVE the consent calendar. No objection. So ordered.

III. Measure R South Bay Highway Program Updates

A. SBHP One-on-One Meetings with Lead Agencies – Steve Lantz gave an overview of the one-on-one meetings being held with Public Works Directors/staff from each city during the month June to review their projects and establish what project milestones will be accomplished during the next year.

B. Annual Performance Evaluation

As reported last month, there is a new Annual Performance Evaluation requirement in the Cooperative Agreement between SBCCOG and Metro. SBCCOG staff will monitor the progress throughout the year, until it is time to set new milestones for the following year. At the end of each fiscal year, the SBCCOG will report to Metro whether or not each project met its milestone goals for that year. The goal as set by Metro, is for 80% of projects to meet their planned milestones.

C. Caltrans Project Permitting Improvement Strategy Update

Steve Lantz reported that he and a few South Bay Public Works Directors met with Caltrans District 7 Director Carrie Bowen and her staff on May 24th to discuss the improvement strategy. Historically, many

SBHP projects have experienced lengthy delays during the Caltrans permitting process. Two strategies were discussed at this meeting, with the main difference being who serves as the lead agency:

Strategy #1: Caltrans would become the lead agency in doing the environmental/planning work (PAED phase), and once the environmental documents are signed off, cities will be able to design their projects based on those requirements. When the city is ready for their permits, they will have already had Caltrans sign off on the design and any needed design exceptions from Caltrans design standards, through the environmental document that Caltrans prepared, so there should be no need to revise designs and re-submit to Caltrans.

Strategy #2: The city, as the lead agency, would meet with Caltrans early in the planning process and get their approval on designs or negotiate needed design exceptions from Caltrans design standards, so once they are ready to apply for the permit, they would have already had Caltrans approval of the design and any needed design exceptions, through that early collaboration. As a result, there should be no need to revise design and re-submit to Caltrans.

Chair Horvath asked about the boundaries of corridor studies and Steve Lantz responded that logical boundaries need to be established when studies are done.

IV. Measure M Guidelines Development Updates

A. Guideline development coordination with other COGs in L.A. County

B. Measure M Policy Advisory Council (PAC)

Jacki Bacharach began the update by reporting on the recent Measure M Policy Advisory Council meeting and announced that Metro Staff accepted most of the recommendations made by the PAC. Metro staff indicated they are looking for broad Master Guidelines at this point and will then begin working on the detailed administrative guidelines over the next 6-12 months. Ms. Bacharach mentioned that the Committee may want to approve the proposed letter to Metro thanking them for working to incorporate many suggestions from the PAC, but that further clarification is still needed on some of the guidelines.

Ms. Bacharach then brought the Committee's attention to a handout on the Measure M Guidelines provided by Metro Deputy Mike Bohlke. Items from the handout that were discussed include:

-Local Return: Metro staff recommended that Local Return be calculated based on resident population and included no mention of a minimum "Local Return floor". Metro staff recommended that, subject to eligibility, subregional funds could be used to supplement Local Return allocations for smaller cities.

-3% Rail Contribution: Clarifications were made on what could constitute a local contribution and how a "betterment" is defined. The calculation of the 3% local funding contribution occurs at 30% of final design. Metro also noted that "in kind" contributions are allowed from a local jurisdiction as long as those contributions are included in the project cost at the time 30% final design is completed.

-Multi-Year Subregional Programs: the guidelines were amended to reflect the SBCCOG/PAC's request that MSP funds receive equal funding priority as other capital. Subregional entities (COGs) will administer the sub-regional programs and are now allowed to use up to 0.5% of each MSP funding category for administration of those programs.

For more detail, the handout can be viewed online at:

http://www.southbaycities.org/sites/default/files/transportation_committee/HANDOUT_Metro%20Board%20Staff%20Briefing%20on%20Measure%20M%20Guidelines.pdf

Ms. Bacharach discussed a proposed letter to Metro regarding remaining SBCCOG concerns on the revised Measure M Guidelines and focused on a few issues mentioned in the letter including:

-Multi-Year Subregional Highway Funds: the SBCCOG believes that these funds should be available for projects that are more than one mile from a State Highway or Freeway. The one mile limitation was added after the Measure M Guidelines were first proposed and the SBCCOG feels it should be removed as it eliminates eligibility for some of our cities.

-Project Acceleration: acceleration of projects must not delay current regional and sub-regional projects and surplus funding from completion of accelerated projects should be available the next fiscal year.

A memo and draft letter were handed out to the Committee and is available online at: http://www.southbaycities.org/sites/default/files/transportation_committee/HANDOUT_6.12%20memo%20and%206.17%20letter%20to%20Metro%20re%20revised%20guidelines.pdf

Committee Member Weideman stated that he was encouraged that the PAC and Metro took the SBCCOG's comments in previous letters to heart and incorporated many of those suggestions. He also asked for a "letter of no prejudice" policy to be requested in the letter. The policy would help cities get credit towards their 3% rail contribution requirement for projects done before the rail project commences. This could be very important with the Green Line extension work in Redondo Beach and Torrance. Metro staff is meeting with each city on the Metro Green Line extension now in preparation for the EIR to be released in the fall, ex. September. Then the process should take a year or year and a half.

Don Szerlip mentioned that during the South Bay Service Council's recent meeting with Metro CEO Phil Washington, Mr. Washington stated that Metro is considering P3's (Public-Private Partnerships) as a financing mechanism for funding the acceleration of projects such as the Orange Line conversion from a busway to a light rail line. Mr. Bohlke commented that any acceleration must be done with outside funds. Mr. Lantz noted that P3's use "vendor financing" meaning that the vendor gets reimbursed by Metro when the funds were originally going to be available. He clarified that a P3 is a delivery and financing option, not a funding mechanism.

V. Playa del Rey traffic calming project

Steve Lantz provided an update and overview on the Playa del Rey traffic calming project. Mr. Lantz explained that the City of Los Angeles has narrowed Vista del Mar, Pershing Drive, Jefferson Boulevard, and Culver Boulevard to one lane in each direction as part of a "road diet" aimed at calming traffic and reducing the use of those streets as a thoroughfare between the South Bay and West Los Angeles/Santa Monica. Mr. Lantz noted that the Vista del Mar project was being implemented as an emergency matter in response to a settlement from a lawsuit over a pedestrian-related traffic death. According to Councilman Bonin's office, the projects on all streets except Vista del Mar are considered "pilot" projects and will be revisited periodically over the next several months. Mr. Lantz mentioned that the SBCCOG is concerned with the process through which these projects were carried out, noting that there was no public comment/outreach or review of the projects prior to their implementation.

Board Member Fuentes added that El Segundo, Hermosa Beach, and Manhattan Beach are working together to explain to L. A. City Councilman Mike Bonin's office how these projects have negatively impacted the residents of those South Bay cities and to potentially propose a viable solution(s) to the issue. She went on to thank Mr. Lantz and Ms. Bacharach for their efforts to make sure the three cities are well-informed during their meetings with the City of LA.

Mr. Lantz reported that there will be a meeting on June 20th with Los Angeles Department of Transportation and leaders from the cities of El Segundo, Manhattan Beach, and Hermosa Beach.

Announcements / Adjournment - **Next meeting date/time – July 10, 2017 at 10:30am.**

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

Committee Chair Horvath adjourned the meeting at 11:52 AM.