

other project in question is a proposed Inglewood Transit Center, due to the fact that it is only a transit stop and not a park and ride facility. The City argues that almost 10,000 parking spaces surround the proposed site.

Mr. Beste and Mr. Semaan both added that, in their view, the proposed Carson project is not a rehabilitation project and should be eligible for funding because it is essentially a vertical enhancement of the road (as opposed to horizontal enhancements such as extra lanes).

MOTION by Committee Member Butts, seconded by Committee Member Fangary, to **APPROVE** the FY 2019-20 Measure R SBHP Metro Budget Request as presented by SBCCOG staff. No objection. So ordered.

V. Measure R South Bay Highway Program Annual Performance Evaluation (APE) Report – Received and Filed

The report is available online at:

http://southbaycities.org/sites/default/files/transportation_committee/HANDOUT_December%202018%20APE%20Report.pdf

VI. Measure M Multi-Year Sub-Regional Programs Development

Mr. Lantz reported that local agencies are developing their project applications that are due tomorrow, January 15th. Over the next couple weeks, the applications will be reviewed, scored, and ranked based on the project selection criteria approved last month. Mr. Lantz noted that there will likely be issues to be ironed out with Metro staff or the Metro Board as to eligibility of particular project applications.

VII. South Bay Measure R and Measure M Sub-Regional Funding Options and Strategies

Mr. Lantz drew the Committee's attention to the spreadsheet (available online:

http://southbaycities.org/sites/default/files/transportation_committee/HANDOUT_South%20Bay%20Sub-Regional%20Project%20Funding%20Options%20Chart.pdf) that lays out the major projects/improvements needed, funding sources, schedules, and required advocacy. Mr. Lantz explained that there are large policy decisions that need to be considered for many items on the list, particularly as to how those improvements will be funded. Some of the improvements identified include the platform/station extensions for the current Green Line; traction power upgrades, and a grade-separation of the wye to ensure that all riders to and from the South Bay have a one seat ride to/from the Crenshaw Line and/or Norwalk. Mr. Lantz noted that the Committee should begin considering if any of the improvements are worth funding through sub-regional Measure M programs, or if the Committee should be advocating Metro pay for the improvements as part of the Green Line mid-life rebuild.

Other major policy decisions to be considered are whether or not the South Bay should contribute 10% of the project cost to accelerate the Green Line and/or I-405 Operational Improvements for possible completion by the 2028 Olympics. Both projects are underfunded on Metro's 28 by 2028 list. Mr. Bohlke noted that the 10% match is not officially required to accelerate, but that it is likely the project would not score high enough to be accelerated without the match.

Ms. Scott added that the potential swap of Measure R highway and transit funds in 2020 should be discussed further. Committee Chair Horvath agreed, noting that there may be some effective transit uses for some of the Measure R SBHP highway funds.

The Committee took no action but will continue to discuss the best ways to use the Measure R SBHP and Measure M MSP funding, as well as leverage those funds with other sources.

VIII. SCAG I-105 Corridor Sustainability Study Update

Mr. Amatya briefly explained that SCAG is working with Caltrans and Metro to evaluate the I-105 as a multi-modal corridor. SCAG hired Cambridge Systematics to do the study. Mr. Amatya introduced Mr. Hamrick to provide more detail on the project.

Mr. Hamrick explained that the study looks at potential transportation projects within 3-miles of the I-105 freeway. Traditional corridor plans focus on freeway operational improvements, but this study is evaluating multi-modal improvements. Mr. Hamrick explained that after numerous stakeholder meetings, approximately 425 projects were identified in the corridor and were divided into different types of project categories. The South Bay has approximately 164 of those projects. The final report will be out in Spring 2019 and can serve as a potential source for future Measure R and M projects.

For the full presentation, visit:

IX. Metro Policy Advisory Committee Update

No update given.

X. Express Lane Interfund Borrowing Update

Ms. Bacharach reported that a meeting is scheduled for tomorrow, 1/15 and an update will be provided at the next meeting.

XI. Three Month Look Ahead

Mr. Lantz briefly reviewed the upcoming meetings and events. A discussion on Metro's 28 by '28 goal and funding sources for those projects will be added to the 3-month look ahead.

XII. Announcements / Adjournment - The Next Transportation Committee is scheduled for February 11, 2019 at 10:00a.m.

Ms. Bacharach announced that the General Assembly will take place February 28th.

Committee Chair Horvath adjourned the meeting at 11:36 a.m.