

## South Bay Cities Council of Governments Infrastructure Working Group Meeting Notes – March 16, 2016

**Attendees:** Jingyi Fan, Isidro Panuco, Marco Ruano & Jimmy Shih (Caltrans); Richard Garland (Carson); Stephanie Katsouleas & Floriza Rivera (El Segundo); Akbar Farokhi & Alan Leung (Hawthorne); Andrew Broznya (Hermosa Beach); Louis Atwell (Inglewood); Alan Clelland & Dina Saleh (Iteris); Mark McAvoy (Lomita); Josie Gutierrez & Andres Navaez (LADPW); Sergio Carvasal, Tham Nguyen and Danielle Valentino (MTA); Ken Rukavina (PVE); Didar Khandker & Brad Lindahl (Redondo Beach); Rosemary Lackow & Steve Lantz (SBCCOG); Rob Beste (IWG Chair, Torrance)

Chair Rob Beste called the meeting to order at 12:04 pm.

- I. **Self-Introductions and Approval of February 17, 2016 Minutes** – Minutes were approved subject to the following correction requested by Jimmy Shih, Caltrans: Page 1, Measure R Update (first bullet) – delete **SHOPP** (State Highway Operation and Protection Program) and replace with **STIP** (State Transportation Improvement Program).
- II. **Agency & Other Reports**
  - **SBCCOG** – Steve Lantz made several announcements from Executive Director Bacharach: SBCCOG’s 17<sup>th</sup> Annual General Assembly held on February 26 “Governing in an Era of Disruptive Technologies” was very successful with approximately 350 attending. The SBCCOG Board is starting a new committee to study this subject. SBCCOG homeless initiative: PATH is assembling a South Bay team and the next meeting will be April 6. A tour of the SCAQMD Lab will be held March 30 at AQMD in Diamond Bar. Nominations will be accepted through April 1 to fill 4 vacant seats on the Metro South Bay Service Council. SBCCOG will receive the go-ahead from Southern California Gas Company to enable the South Bay cities to monitor their gas use in the energy efficiency management information system that was installed by the South Bay Environmental Services Center. The SBCCOG has a new contract with Urban Trans to do the marketing of the Smart Mobility Tool pilot program to the South Bay cities. The SBCCOG Green Building Challenge now has 106 participants, of which 76 have taken actions and are earning points. At the March 24 SBCCOG Board meeting, Southern California Edison will make a presentation on SCE’s infrastructure investment in the South Bay.
  - **South Bay Highway Program Administrative Changes** – Rosemary Lackow will be filling in to support the IWG until Marcy’s position is filled (recruitment underway –potential applicants should be sent to Suzanne Charles, at the SBCCOG). Dina Saleh (Iteris), will be preparing the Measure R Risk Reports in the interim.
  - **South Bay Traffic Forum, LA County DPW** – Andres Navaez distributed the South Bay Traffic Forum Status Report for March 2016. Highlights: The South Bay Fiber Interconnect Project (part of the South Bay Intelligent Transportation System Project) will be completed by April 2016 and after that, LADPW will hold staff training for involved cities; Updates for the County Traffic Signal Synchronization Program (TSSP) Project: An Aviation Boulevard contract has been awarded to Professional Electrical Engineering Company; On Crenshaw Boulevard, the design work will start next month; the Avalon and Imperial Highway projects will start design next month; El Segundo Boulevard and Rosecrans Avenue design work will start in July.
  - **Caltrans** – Jimmy Shih explained cities have expressed concerns about Encroachment Permits. A committee has formed and met, and will make a detailed presentation at the next meeting. Steve Lantz and Rob Beste added that the Committee has been gathering information to establish a baseline of major issues. One key issue is how these permits affect schedules for Measure R projects. Steve encouraged the cities to bring their consultants to the April meeting which will be open to both cities and agencies and other interested parties.
  - **L. A. Metro**
    - **Board Updates** – Isidro Panuco reported the following: Aziz Elattar has left the position of Executive Officer in the Highway Program Management, and Abdul Ansaria is now heading the Metro Highway program. The bigger picture is that some funding agreement funds will be expiring at the end of June. Lead Agencies will be meeting with Steve Lantz and reaching out to cities to get to the next steps needed to make sure cities will continue to get reimbursed. Steve Lantz explained there are two types of expiration. Under the first type, the first year of funding is expiring. Under the second, the entire funding agreement is expiring. He asked affected cities to call him soon to set up a meeting as this has to be resolved by June 30<sup>th</sup>. Mr. Lantz also cautioned that if a project is not to be delivered by a deadline, then a reason has to be provided and cities are encouraged to come forward if they have any projects in this category.
    - **TAC and Streets & Freeway Subcommittee Updates - TAC:** Chair Beste reported there was discussion on lapsing policy for the Call for Projects, and it was decided that a city can get only one extension. This is a big change as it

may change how cities may file applications, depending on what stage a project is in – some projects will need to be shovel-ready when they apply for Call for Projects funding. In response to a member inquiry, Mr. Beste responded that it has not yet been determined as to how this will be applied (retroactively to 2015) or only going forward to 2017.

- **Streets & Freeway Subcommittee:** At the 2/18 meeting Caltrans announced that, for the Highway Safety Improvements Program Call for Projects, the next cycle (no. 8) is expected to be announced in April, applications will be due in July, successful projects announced in September/October. Caltrans also advised that it's important for local agencies to address any problems or red flags from Cycle 7 HSIP projects so they can be eligible to apply for HSIP Cycle 8. There was some discussion regarding Measure R and how Metro will be working with cities prior to the June 30 deadline, to which Isidro Panuco explained that everything will be handled administratively and there may be some formal correspondence.

### III. Measure R Updates

- **Metro Sales Tax Measure Update.** Steve Lantz noted that at the March 14 SBCCOG Steering Committee meeting there was a lot of discussion on the topic. The Steering Committee will be recommending initial policies to Metro including: neighborhoods be given first priority; that the transit system should be safe and clean with adequate funding for maintenance; there should be subregional project flexibility for example, in "The Call", Local Return projects should have broad categorical eligibility and there shouldn't be earmarks, but instead cities should be able to figure out what works best in neighborhoods. It was also noted that we are currently in a period of transition from vehicular delay reduction to improved mobility for all modes, and we do not want to lock up eligibility language for decades. For example, the SBHP cannot fund sustainability elements like biking and cycling, but VMT is new way of measuring congestion and mobility. Chair Beste emphasized it is important for the COG to advocate to not restrict funding. Steve Lantz also noted that the Steering Committee felt that Measure R debt should be repaid before Measure R expires. Steve explained that the Metro sales tax proposal extends the SBHP through 2039 in Measure R and continues it in the new tax measure through 2057. In addition, the new tax includes a more general mobility program for active transportation and sustainability projects, although there is a lot of uncertainty about how Metro will design this aspect. The SBCCOG Board also authorized advocating allocating 25% of the new sales tax for local return funding. Chair Beste emphasized that this funding is needed just to do basic roadway maintenance. In order to get on the ballot in November, the proposal structure has to be completed by June or July. Public meetings will be conducted in each subregion. Brief discussion followed on whether the way the local return funding is based on population and whether this can be changed to lane miles to help cities that have small populations and/or a lot of pass-through traffic. Steve Lantz noted that this issue has been raised in the past and observed that once a proposition is passed, the formula appears to be set in stone, but this issue possibly could be raised at the April 28 SBCCOG Board workshop. Chair Beste observed that this issue is similar to another issue affecting South Bay relating to the calculation of equitable sales tax shares for subregions,.
- **Call for Projects Restructuring Update:** Steve Lantz reported that Metro recently held a meeting with Subregional CEOs on this subject at which the Metro staff opposed significantly changing the current process. The Subregional CEOs expressed concern about Metro committing enough funding (which has shrunk considerably over the past decade) and requested more data from Metro. Steve explained the central issue is whether there is going to be any money available at all and, if so, will restructuring be worthwhile. He recommends an approach of finding out first how much is going to be committed to the Call and suspending the restructuring discussion for now.
- **Caltrans State Highway Encroachment Permit Task Force** – Steve Lantz explained that he has met with Caltrans staff and it was jointly decided that the approach should be to develop a baseline of issues and then once the issues are clarified to meet with the larger IWG members. Caltrans will make a presentation on its permitting process as the Spotlight Presentation at the April 13 IWG meeting. Steve Lantz encouraged agencies to bring their consultants for the presentation.
- **2016 Project Management Course & Elected Officials SBHP Orientation Workshops** – Steve Lantz explained there has been a change. Rather than having a single training session for elected officials, SBCCOG Board members decided that each city would be requested to invite SBCCOG staff to make a presentation on the SBHP at a council study session.
- **SBHP Project Progress – Financial Risk Report.** Steve Lantz explained that Dina Saleh from Iteris is now preparing this report, and Dina proceeded to explain the format, and that some cities are missing their monthly quarterly reports as well as some Q2 reports that were due at end of February. She will be reaching out to the cities so please look for an email from her. She strongly encouraged that all missing reports be submitted on time for the report to be presented to the April SBCCOG Steering Committee.
- **Three-Month Look Ahead** (Attachment C) – Received and Filed
- **Spotlight: SBHP Priority Corridors Project Gap Analysis** – Alan Clelland, Iteris, gave a slide presentation: "The South Bay Arterial Performance Measurement Tool's Role in SBHP Project Need Identification" (see handout). As a summary he described how they went back to the August, 2015 baseline study, used the performance measurement tool from that

study, identified poor performing corridors (needs) and analyzed them to identify gaps. Iteris then established metrics to identify and address both mobility and safety needs. For mobility, they used ADT per lane, vehicle hours of day per mile and time indices. For safety, they used collisions per ADT per lane miles, bike and pedestrian collisions per mile and a collision severity index. The new metrics are very timely since the federal government very recently announced long-awaited rulemaking for performance measures that are applied to its funding programs, and this will help to correlate with their analyses. A comprehensive ranking was done of all 106 corridor segments. The next steps will involve factoring in the intersections at freeway interchanges and creating a subset of the South Bay Corridor segments. Steve Lantz stated that candidates will be identified and prioritized using the new metrics and this analysis will be included in the SBHP Implementation Plan update which in turn will be a key consideration for funding and scheduling prioritization for future projects. Steve noted that there are a lot of needs that have not been addressed in the first 5 years. Ms. Saleh clarified that the segments analyzed are only those corridor sections within a specific city. Additional analysis will be needed to identify multi-jurisdictional corridor segments.

- IV. **Project Spotlight: Part A: Metro's Active Transportation Strategic Plan.** Chair Beste introduced Tham Nguyen, Metro Transportation Planning Manager, who presented an update of Metro's Active Transportation Strategic Plan (ATSP). Chair Beste emphasized that the ATSP will be Metro's strategy for determining funding priorities. Ms. Nguyen discussed the ATSP goals, objectives, stakeholder involvement, Active Transportation (AT) Partners, examples of steps to implementation, the Regional AT Network, estimates of the cost for County-wide annual AT needs; and next (including immediate) steps for Metro. Comments on the draft plan are due to Ms. Nguyen by Friday March 25. The ATSP will be considered by Metro first in committee (4/20) and then by the Board (April 28). More information can be obtained at <https://www.metro.net/projects/active-transportation-strategic-plan/get-involved/>. Brief discussion followed Ms. Nguyen's presentation. Mr. Lantz commented that while the SBHP has \$950 million over 30 years, there is quite a bit more money being made available for bike related projects per year, and that it seems that if Metro wants to embrace AT it will need to provide funding at a much higher level than highways. Ms. Nguyen responded that Metro's approach is that no one single funding source will solve mobility issues. They will be looking at many sources of funding and will leverage funding.

**Project Spotlight: Part B: California's Active Transportation Program (ATP) Cycle 3 Call for Projects Application Assistance.** Eric Bruins, Policy Director for the LA Bicycle Coalition, explained that the California ATP administered by Caltrans is the largest funding source for walking and biking improvements in the state. The guidelines for Cycle 3 will be out with the applications by the end of March; applications will be due June 15. This is a very competitive program (about 25% get funded) and biking advocates are encouraging applications. The Coalition is also focusing on strongly encouraging disadvantaged neighborhoods to compete as the highest rates of collisions involving bikes and pedestrians are occurring in these areas (qualifying factors include pollution, low income, as well as school data). Mr. Bruins emphasized that assistance from a grant writer is available – interested parties for qualifying cities should contact him. A question and answer discussion followed. Mr. Bruins clarified the duration of the ATP grant cycles – that after the current year, the cycles will be every two years. It was observed that Metro had wanted letters of interest submitted by March 2<sup>nd</sup> – Tham Nguyen will check to see if it is too late and get back to Steve Lantz. As a point of clarification, Ms. Nguyen noted that there are two different grant writing resources (LA Bike Coalition and Metro) – she advised interested parties to contact Eric Bruins directly and she will follow up. Steve Lantz suggested that if there is a safety issue and an improvement project will also reduce congestion on the SBHP network, perhaps this may be able to be partially funded through the SBHP. Ms. Nguyen emphasized that to Metro, collisions across all modes are an important issue. Mr. Lantz also pointed out that there is interest in developing a South Bay slow speed network which is yet to be defined. Alan Clelland asked if bike sharing programs, if included in the program, will be incorporated into the network, to which Ms. Nguyen responded that this is a goal, but many cities still have to launch bike sharing programs. Steve Lantz pointed out that different business models of bike sharing are being launched and the SBCCOG is looking into how to integrate user payment between the various types of sharing programs. Mr. Bruins explained that the TAP system is already being used and as he understands, the problem being experienced is mainly integration on the back end (billing) as the fare structures are different. Discussion turned to design of bike lanes and Mr. Clelland asked whether physical separation of bike lanes is being promoted and suggested that Metro look at other countries' experiences with this. Ms. Nguyen responded that Metro wants to have a high quality network with flexibility so various classes of lanes are encouraged - they need to take into account the reality of the need for bicycle infrastructure throughout the County.

- V. **Announcements & Adjournment** – Chair Beste adjourned the meeting at 1:30 pm until April 13, 2016 (public meeting). To include an item on the agenda, please email Steve Lantz ([steve@southbaycities.org](mailto:steve@southbaycities.org)) by April 4, 2016.