

Transportation Committee
April 9, 2018
Meeting Notes – No Quorum

COMMITTEE CHAIR HORVATH NOTED THAT THERE WAS NO QUORUM BUT BEGAN INFORMATIONAL REPORTS AT 10:37 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)

Non-Voting Representatives

Stephanie Katsouleas, IWG (Manhattan Beach)
James Lee, Transit Operators (Torrance Transit)
Don Szerlip, Metro South Bay Service Council

Also in attendance were the following persons:

David Leger (SBCCOG)	Ted Semaan (Redondo Beach)
Jacki Bacharach (SBCCOG)	Orlando Rodriguez (El Segundo)
Steve Lantz (SBCCOG)	Leslie Scott (Beach Cities Transit)
Michael Ervin (Supervisor Hahn's Office)	Mike Bohlke (Metro)
Rob Beste (Torrance)	Isidro Panuco (Metro)
Jill Crump (Torrance)	Mark Dierking (Metro)
Godfrey Offoegbu (Torrance Transit)	Jimmy Shih (Caltrans)
Mark MacDougall (Torrance Transit)	

II. Consent Calendar

- A. Minutes of January 8, 2018 meeting**
- B. Notes of February 12, 2018 meeting**
- C. April 2018 Transportation Update**

No action was taken on the Consent Calendar due to the lack of a quorum.

III. SBCCOG Transportation Working Group Updates

- A. Transit Operators Working Group Update** – No report given.
- B. Infrastructure Working Group Update** – No report given.

IWG Chair Stephanie Katsouleas gave a brief recap of the February and March IWG meetings, noting that there were updates on the Caltrans I-110/I-405 Auxiliary Lane project, Measure M development, and SB1. There was also a presentation by Metro's Office of Extraordinary Innovation on its work plan. For more details, the IWG meeting notes can be found online at: <http://southbaycities.org/committees/infrastructure>

IV. Metro Policy Advisory Council Update

Steve Lantz provided an update on the Metro Policy Advisory Council (PAC). Mr. Lantz reported that originally, the PAC was reporting to the Metro Board on Measure M policies, but since the work shifted to development of the Measure M administrative guidelines, the committee has been advising Metro staff. Now that the guidelines are completed, the PAC is shifting its focus to the Metro Long Range Transportation Plan (LRTP) update. There is discussion as to whether the PAC should be dissolved as a Metro Board advisory committee and/or restructured as to its purpose and membership. Beginning in July, the meetings will take place quarterly rather than monthly. The PAC has

also been hearing about Metro’s new “Equity” framework, which is being developed to allow Metro to address issues of economic and racial equity when prioritizing and delivering capital investments. The framework is not yet a Metro Board policy.

V. Measure M Multi-Year Subregional Programs Development Update

A. SBCCOG / Metro MSP Funding Agreements Update

Mr. Lantz and Ms. Bacharach reported that the SBCCOG must enter in to funding agreements with Metro to access the 0.5% Administrative Funding that is available for MSP program and project development. The SBCCOG and other COGs have identified troublesome language in the proposed funding agreements and have sent comments back to Metro for review. Once the funding agreements are finalized and executed, the SBCCOG can begin developing the initial five year list of projects for each of the three South Bay Measure M Multi-Year Sub-Regional Programs.

B. South Bay MSPs Task Force

1. Charter / Purpose

Steve Lantz announced that a task force was created to help develop the rules and guidelines for the multi-year sub-regional programs under Measure M. The Task Force will help determine how much of the 0.5% funding available is allocated for program administration, program development, and project development.

2. Initial Meeting

Mr. Lantz noted that the first meeting will be held April 11th after the IWG meeting at the Bluewater Grill in Redondo Beach. The original purpose of the initial meeting was to begin developing the project performance and selection criteria. However, the first meeting is now focusing on the types of projects that cities are interested in delivering. Taking this approach will allow the SBCCOG and MSP Task Force to create the project performance and selection criteria based on the types of -projects that cities want to implement.

VI. Measure R South Bay Highway Program Annual Performance Evaluation (APE) Report

Mr. Lantz reviewed the APE report with the Committee. The report is available online at:

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

Mr. Lantz noted that the APE for FY 18-19 will include a specific milestone dedicated to Caltrans permitting, as this seems to be a recurring source of delay for many SBHP projects. This will allow the SBCCOG and Metro to identify when a project has stalled due to a Caltrans permitting issue. Committee Chair Horvath asked what the results of the study done to look for ways to improve the Caltrans permitting process. Mr. Lantz explained that the only realistic option was to involve Caltrans at an earlier stage in the project process, similar to what is happening on the PCH repaving project. Caltrans is coordinating with cities along the corridor to possibly incorporate projects into their larger project and do the work instead of the city doing the work. Mr. Shih of Caltrans added that there are regular PDT meetings with the Caltrans Project Manager and city representatives to review the progress of the PCH project.

Ms. Bacharach added that the SBCCOG has been holding regular meetings with Caltrans Deputy Director Shirley Choate which has helped increase coordination and communication.

Discussion then transitioned to Caltrans projects and major South Bay Highway Program freeway projects. Mr. Panuco noted that the Caltrans DCCM project has completed construction; the I-110/I-405 auxiliary lane project is entering construction; the ITS project will be entering construction; and the I-405/Crenshaw Blvd project is at 60% design. Mr. Panuco added that the South Bay Curve project is currently in a PSR and that meetings will be scheduled with cities along the corridor to discuss the possible projects. Mr. Lantz added on that once the freeway projects are identified, cities can determine if corresponding improvements are needed on surface streets.

Ms. Bacharach briefly touched on the amount of SBHP funding that has been spent thus far in the program. Mr. Panuco explained that \$233 million has been programmed at this point, and that approximately \$65 million has been reimbursed to project lead agencies based on the invoices submitted for completed work.

Mr. Beste added that in the discussion of how much SBHP funding is being spent, it is important to keep in mind that although only \$65 million has been spent, the beginning work that was done with SBHP funding on projects such as the I-110/I-405 Auxiliary Lane allowed Caltrans to bring in \$50 million in state funding to build the project. Mr. Beste explained that the small investments made with SBHP funds facilitated large commitments to be funded in other ways besides with SBHP dollars. Mr. Shih added that Caltrans is currently applying for additional state funding for the I-405/Crenshaw Blvd project because it is on a congested corridor. The CTC is expected to announce the grant awardees in May.

VII. “Dig Once” Discussion Update

After a meeting at the beginning of the year with SBCCOG cities and utility company representatives, the SBCCOG has been working with cities to identify their current trenching policies. There was discussion as to the types of trenching needed and the Utilities were asking for a coordinated trenching policy throughout the South Bay. A survey was sent out to cities about their trenching policies. Ms. Katsouleas noted that Manhattan Beach just enacted a “dig-once” policy that asks for utilities to allow the city to install fiber while they are trenching for other projects. Ms. Bacharach explained that the SBCCOG will investigate whether a more uniform policy is feasible throughout the South Bay so that utility companies may know what to expect when applying for trenching permits.

VIII. Metro Green Line / Crenshaw LAX Line Operating Plan Update

There was no update on the item. Mr. Dierking noted that a letter was sent to the constituent who had raised the issue from Metro CEO Phil Washington. Mr. Dierking explained that it is almost impossible to have an operating plan that considers the Green Line extension to Torrance this early in the process, particularly because the extension won't be ready for several years. Committee Chair Horvath suggested keeping this agenda item on the agenda until Committee Member Fangary returns, as it was his request to have the item discussed.

IX. I-105 ExpressLanes Study Update

Mr. Lantz explained that the SBCCOG is concerned that when the I-105 ExpressLanes project is completed, it may make problems on the I-110 ExpressLanes even worse. A meeting was held between staff of Metro Board Members Hahn, Butts, and Fasana, as well as representatives from Metro, Gateway Cities COG, and South Bay Cities COG to discuss the issues. A small “working group” is being formed to meet regularly on this issue. Mr. Lantz added that there has been some project delivery progress being made using the surplus revenue that has been allocated from the I-110 ExpressLanes surplus funds. When the issue was first brought to the SBCCOG's attention, approximately 3% of the allocated funding for projects had been spent. That number is approximately 40% today.

Mr. Ervin added that Supervisor Hahn will be taking concerns from her cities to the Metro Board and is intent on making sure there is money in the subregion for projects, including larger projects such as the Centinela grade separation that is still needed.

Mr. Bohlke reported that there is a recommendation from the ExpressLanes staff that electric/hybrid vehicles that currently use the ExpressLanes for free should no longer have that option. Staff has suggested a discount of 20% discount off full-rate costs. By law, Metro is not able to charge these drivers the full rate.

Mr. Panuco noted that the I-105 Express Lanes Study public scoping meetings are currently underway and the SBCCOG should go on record with its concerns and comments as part of that process. The comments will be consolidated through these scoping meetings and that all cities should express their views at this point.

X. Three Month Look Ahead

No discussion on this item.

XI. Announcements - The Next Transportation Committee is scheduled March 12, 2018 at 10:30 a.m.

Leslie Scott announced that there will be a 3rd and final community meeting on the Beach Cities Health District's Living Streets study for Aviation Blvd. There meeting will take place April 23rd from 6:00-7:30pm at the Hermosa Beach Community Center. The flyer was handed out and is available online at:

http://southbaycities.org/sites/default/files/transportation_committee/HANDOUT_Aviation%20Living%20Streets%20Community%20Meeting.pdf

Mark Dierking reported on the Green Line tours that were arranged, noting that he felt it was a good showing. Committee Member Valentine noted that there was very little noise at many of the stops along the Gold Line. Mr. Dierking announced that there are three community meetings planned to review the Green Line Extension to Torrance's Supplemental Alternatives Analysis. The flyer was handed out and is available online at:

http://southbaycities.org/sites/default/files/transportation_committee/HANDOUT_Green%20Line%20Community%20Meetings.pdf

Committee Chair Horvath adjourned the meeting at 11:51 am.