

South Bay Cities Council of Governments Infrastructure Working Group April 17, 2013 – Meeting Notes

ATTACHMENT A

Attendees: Farrokh Abolfathi (Carson); Frank Bigdeli (Gardena); Akbar Farokhi & Alan Leung (Hawthorne); Nasser Abbaszadeh & Miguel Alvarez (Lawndale); John Mate (Redondo Beach); Craig Bilezerian & Ted Semaan (Torrance); Aziz Elattar, Yunus Ghausi, Sameer Haddadeen, & Elhami Nasr (Caltrans); Will Lamborn & Isidro Panuco (Metro); Paul Choy & Pamela Manning (LA County DWP); Marcy Hiratzka & Steve Lantz (SBCCOG); Danielle Buzas & Richard Galvan (GPA Consulting); Beverly Voran (Hard Hat Communities); Alek Hovsepian (Iteris, Inc.); James Hoyt & Frank Lara (Jacobs Engineering); Tracy Bartlett (Nichols Consulting Engineers); Sam Ekrami (Parsons Brinckerhoff); Ken Berkman (Psomas); Gary Miller (RBF Consulting)

In Chair Beste's absence, Ted Semaan called the IWG meeting to order at 12:04 pm.

I. **Self-Introductions and Approval of March 18, 2013 Minutes** – Minutes were approved as presented.

II. **Agencies & Other Reports:**

- **SBCCOG** – Steve Lantz had nothing to report.
- **SOUTH BAY TRAFFIC FORUM, LA County Dept. of PW** – Status – Paul Choy distributed the South Bay Traffic Forum Status Report for April 2013. Highlights included: TSSP project on Vermont Ave from I-105 to PCH has a walkthrough scheduled for April 17; TSSP project on 223rd St from Western to Delta has a few punch list items still remaining; TSSP project on Aviation Bl from 118th Street to Ocean has begun its design phase; TSSP project on Crenshaw Boulevard from I-105 to Crestridge has also begun its design phase. Mr. Choy also promoted Blue Commute, the El Segundo area ATIS program.
- **Caltrans** – Update – Sameer Haddadeen reported that Caltrans project #MR.312.11 (ITS: I-405, I-110, I-105, SR-91 at freeways ramp/arterial signalized intersections) is a \$5 million dollar project. Caltrans HQ is reviewing the agreement with Metro. The consultant has been selected and will begin working with local agencies soon. Corridors for the Caltrans South Bay ITS study will be selected soon. Aziz Elattar added that Caltrans has some South Bay projects that are NOT on the South Bay Highway Program projects list. He will make sure that those projects do not conflict with SBHP.
- **Metro – PMIS Update, Board Update, Measure R Acceleration, SCA 4 (55% vote initiative)** - Isidro Panuco gave an announcement regarding Metro's web-based PSRA (Project Status Reporting Application) program which has been activated as an interim solution to assist project managers to electronically submit their monthly reports while Metro continues to develop the more robust Project Management Information System (PMIS.) PMIS will be launched in Summer 2014. Will Lamborn announced that Metro's Finance, Budget and Audit Committee agenda of April 17 includes an item authorizing Metro staff to issue *the appropriate notices to enable an amendment to the Measure R Expenditure Plan to advance "Funds Available Beginning" dates for transit corridor projects as shown in the Proposed Measure R Expenditure Plan.* If approved by 2/3 of the Metro Board, this recommendation would allow Proposition A and C funds to be pledged to repay bonds issued after Measure J expires in 2039. This acceleration strategy was developed after Measure J failed to pass. Metro's David Yale will make a presentation about these funding options to the SBCCOG Board on April 25. Mr. Lamborn also spoke about Senate Constitutional Amendment No. 4 (Liu). The California Constitution currently conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities. SCA 4 would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects requires the approval of 55% of its voters voting on the proposition. This measure would prohibit a local government from expending any revenues derived from a special transportation tax approved by 55% of the voters at any time prior to the completion of a statutorily identified capital project funded by revenues derived from another special tax of the same local government that was approved by a 2/3 vote. Metro staff has reached out to its legislative contacts but does not know when the Board will consider this issue.
- **Metro TAC & Streets and Freeway Subcommittee** – Update – Ted Semaan reported for Chair Beste that the next steps in the 2013 Call for Projects process is the release of the "rainbow report" which lists the preliminary scores for each of the applications. Metro staff has asked for 3 extra meetings in July for applicants to appeal their scores in front of the Metro Technical Advisory Committee. On behalf of Elaine Jeng, John Mate gave the report on Metro's March Streets & Freeway Subcommittee meeting. Highlights included: Subcommittee Chair Janka volunteered to give a standing update at TAC from now on; Ms. Jeng is collecting topics for future agendas and would like input from COG members or representatives.
- **Southern California Edison Initiative** - Update – Steve Lantz announced that Chair Beste was absent because he was attending the South Bay City Managers' Association, trying to discuss potential interest in city procurement and

retrofitting of Southern California Edison's street lights. Edison's street light rates were left unexamined for too long, with the result that cities have been overcharged for street light services and have been forced to subsidize other customers' electricity costs as well as private development. Edison also announced that it is now open to discussing with interested cities the possibility of street light sales, something Edison has not undertaken since the 1970s. The City Managers have asked Chair Beste to chair a special task force to address this issue in the South Bay (Torrance and Redondo Beach are members of the Coalition for Affordable Street Lights, which is leading this effort.) This coalition of cities embarked on a year-long effort in Edison's most recent general rate case at the CPUC to bring Edison's street light rates in line with actual costs, force Edison to improve its maintenance of street lights, and bring much-needed transparency to the street light ratemaking process. CASL's efforts have yielded lower street light rates and the ability to oversee Edison's street light activities to ensure that funded maintenance is being performed and that cities are being charged only for services received. They have also yielded the elimination of an unwanted subsidy to private development. One of the next steps is for South Bay elected officials to learn how to speak Edison's language. The SBCCOG has identified a consultant prospect that may be able to assist with this. Chair Beste will bring back this issue on May 15. Future efforts will involve: continue to advocate for affordability, transparency, and flexibility for southern California cities, obtaining additional means for cities to control their energy costs, and ensuring that street light sales are offered on a fair basis, continue to oversee Edison's ratemaking activities to help ensure that cities are not required to cut back on other essential public services in order to pay their street lighting bills.

III. **Measure R Updates – Steve Lantz**

- **Three-Month Look Ahead** (Attachment B) - Steve Lantz announced that the draft final South Bay Highway Program Implementation Plan is almost finalized. This update occurs every two years. Also, in May, the SBCCOG will be releasing an RFP for a technical consulting services bench, and this process will last throughout August 2013.
- **SBHP Annual Update Calendar** (Attachment C) - Steve Lantz noted that by the end of this summer, this calendar will have reached its end, and will no longer be needed (once the draft final of the Implementation Plan is approved.)

IV. **SBHP Project Progress Reporting / Gantt chart** (Attachment D) – Steve Lantz clarified to the lead agencies that the colored bars on this gantt chart reflect a project's schedule that was projected in the Metro funding agreements. The black bars indicate actual progress. Cities/lead agencies will be invited to the present project milestones at the Measure R Oversight Committee meetings from now on.

V. **Measure R SBHP Project Spotlight – Artesia / Western Intersection Improvements (312.21, N53) – Frank Bigdeli** from the City of Gardena gave a presentation on an intersection improvement/signal modification project at Artesia Blvd. at Western Ave. The project is designed to provide dual left turn lanes on the east approach of the intersection and provide an additional lane to improve the flow of traffic (west bound Artesia Blvd carries traffic from the 405.) This project was selected to highlight its milestone of completing the design phase and moving into the construction phase in May. Contract has been awarded; project completion is scheduled for the end of August. This is the first of three projects in Gardena that will be using Measure R funds. This project costs \$500,000. The city anticipates no risks. The City of Torrance is assisting with project approval, as part of this project crosses city boundaries. Marcy Hiratzka and Steve Lantz will coordinate with the city on public outreach and media coverage. Steve Lantz reminded agencies to contact Ms. Hiratzka when approaching project milestones.

VI. **SBCCOG Consultant Bench Scope of Work** – Steve Lantz noted that Iteris' contract with the SBCCOG for the South Bay Highway Program ends on June 30, 2013. Technical assistance will be issued by task orders to a bench of qualified consulting firms or individuals (current team will automatically go on the bench and then the bench will be extended to others.) There will be a pre-bid meeting on June 11 at the SBCCOG office in Torrance. Firms may propose as a team, or individually. Being qualified and approved for the SBHP bench does not guarantee task orders. Firms are to propose fully-loaded hourly rates, as this will be an hourly contract. The tentative release date will be May 24, following the SBCCOG Board meeting on May 23. Sam Ekrami of Parsons Brinckerhoff asked if there were any specific requirements regarding business types (women, disability, small, disadvantaged, etc.). Mr. Lantz responded that the SBCCOG has not yet finalized the RFP's requirements. Ken Berkman of Psomas asked what the scope of work would be. Mr. Lantz said that that information cannot be shared until the official release date.

VII. **I-405 Planning Coordination Meeting** (Attachment E) –Steve Lantz announced the list of confirmed presentations that will be given at this event. At present, the SBCCOG is not sure if further discussion will occur as a result of this event, but the number of confirmed attendees is promising.

VIII. **APWA Complete Streets and Technology Conference** (Attachment F) – Steve Lantz reported that Ken Berkman of Psomas had requested that the following event be publicized among the IWG attendees: The Southern California

Chapter of the American Public Works Association is holding its 14th Annual Complete Streets & Technology Conference on April 24, 2013 at 8:00am at the Carson Community Center. Event details and registration information available via flyer.

IX. **Pedestrian Safety Assessments** (Attachment G) – Steve Lantz said that Caltrans, in conjunction with Tech Transfer, a University of California, Berkeley Institute of Transportation Studies program, provides free Pedestrian Safety Assessments (PSAs) in which evaluators will review your city or county's pedestrian safety conditions, programs, and needs, and suggest new strategies to improve pedestrian safety. Any city or county agency in California can initiate a request for a PSA. After a thorough interview of local agency staff, a team of two pedestrian safety experts will visit the city or county for one day to conduct an evaluation using the comprehensive Guide for Conducting Pedestrian Safety Assessments to help the community achieve the objectives listed above. Funding for this program is provided by a grant from the California Office of Traffic Safety, through the National Highway Traffic Safety Administration. There is a grant available for those interested in pursuing this issue. Those who wish to learn more about Pedestrian Safety Assessments for their cities are encouraged to send an email to pedsafety@techtransfer.berkeley.edu

X. **Strategic Transportation Element Cost Update** (Attachment H) – Steve Lantz talked about this particular section of the draft final implementation plan, which will be inserted when approved by the SBCCOG Board. The Strategic Transportation Element (STE) activity identifies the performance measures needed to support the evaluation (need for) and assessment (impact of) projects, which are part of the South Bay Highway Program (SBHP). The STE concept paper concluded that the necessary data to support these measures *for the freeways* in the South Bay were already available, either through Caltrans' Performance Measurement system (PeMS), or through other, existing sources but the same data was not available on South Bay arterials. Although there are some capabilities deployed by way of arterial traffic control systems to collect data, there is little consistency in the data collected, and significant gaps in the arterial detection coverage. Measure R requires that SBHP projects, whether on the South Bay freeways or on arterial corridors that serve or provide useful alternates to the freeways, demonstrate a nexus to operational improvement of the South Bay Freeway network. Caltrans and Metro have concluded that performance measurement is an essential tool in project evaluation and assessment, particularly for operational improvements. An SBHP Intelligent Transportation System project was identified in the STE concept paper to fill in the arterial detection gaps and thus enable the collection of the data needed to support the calculation of the arterial performance measures (APMs) along the corridors identified by the STE.

The following recommendations were incorporated into the STE concept paper:

1. The SBCCOG should implement a Highway Management System (HMS) for the South Bay based upon automated data collection.
2. The HMS should be deployed in a staged approach, based upon corridors in a priority sequence dictated by the Measure R Program of project execution.
3. The data collection system should be based upon infrastructure data sources.
4. The SBCCOG should negotiate with the County over the terms of an agreement under which the County would host the APMS. The County would then be able to choose between a County-hosted and SaaS APMS solution.

XI. **Other Business** – None

XII. **Adjournment** — There being no further business, Ted Semaan adjourned the meeting at 12:41pm until May 15, 2013. *If you want to include an item in the agenda, please send an email to: Marcy@southbaycities.org by May 7, 2013.*