

South Bay Cities Council of Governments

Infrastructure Working Group March 20, 2013 – Meeting Notes

Attendees: Rob Beste, Chair (Torrance); Massoud Ghiam (Carson); Stephanie Katsouleas & Floriza Rivera (El Segundo); Akbar Farokhi & Alan Leung (Hawthorne); Nasser Abbaszadeh & Miguel Alvarez (Lawndale); Ken Husting (Los Angeles); Jim Goodhart (Palos Verdes Estates); Elaine Jeng, & John Mate (Redondo Beach); Greg Grammer (Rolling Hills Estates); Craig Bilezerian & Ted Semaan (Torrance); Ed Andraos & Aziz Elattar (Caltrans); Fulgene Asuncion (Metro); Andres Narvaez (LA County DWP); Marcy Hiratzka & Steve Lantz (SBCCOG); J.R. Minor (Anderson Environmental); Elliot Hubbard (Delcan Corp); Mel Barosay (Epic Land Solutions); Bedros Enfidjian (GC Tech); Beverly Voran (Hard Hat Communities); Alan Clelland & Alek Hovsepian (Iteris, Inc.); James Hoyt & Frank Lara (Jacobs Engineering); Eric Coulsell (Maxcell Group); Tracy Bartlett (Nichols Consulting Engineers); Claudette Moody (Parsons Brinckerhoff); Anissa Voyiatzes (Psomas)

Chair Beste called IWG meeting to order at 12:03 pm.

I. **Self-Introductions and Approval of Minutes** – Minutes were approved as presented.

II. **Agencies & Other Reports:**

- **SBCCOG** – Program update - Steve Lantz thanked everyone who attended the SBCCOG's 14th Annual General Assembly on February 22, 2013 in Carson. The event was well-attended and very successful.
- **SOUTH BAY TRAFFIC FORUM, LA County Dept. of PW** – Status – Andres Narvaez distributed the South Bay Traffic Forum March Status Report. Highlights included: For the South Bay ITS Project, the County will be distributing mylars to the cities for signatures by the end of March for the South Bay Fiber Interconnect along Artesia Bl., Vermont Ave., Manchester Ave., Western Ave., Manhattan Beach Blvd., and 18 CCTV cameras' Project. For the El Segundo Area ITS Project, Alan Clelland mentioned that Iteris is still taking sign-ups for Blue Commute.
- **Caltrans** – Update - Aziz Elattar and Ed Andraos explained that Caltrans is currently working on 2 PSR/PDS (I-405 at 182nd/Crenshaw: widen NB off-ramp to 182nd modify signals at terminus; and construct new NB I-405 to SB I-110 connector, possibly a flyover ramp.) Both PSR/PDS should be ready by June 2013. Mr. Elattar also mentioned the Caltrans has developed digitized system that lists all District 7 different projects by priority and location.
- **Metro** – As Fulgene Asuncion did not arrive until later in the meeting, Steve Lantz reported that PMIS is officially online, after multiple technical delays. The 7th of each month is the latest that monthly reports can be submitted. The SBCCOG gets access to the reports immediately versus Metro sending having to send them to the SBCCOG. Massoud Ghiam commented that he tried to add a design phase on a project using PMIS, but it did not work. Steve said that the project's design phase did not appear in PMIS because the Metro system is only tracking its funding agreements and the project funding agreement in question is just for construction.

One of the items on today's MTA Finance, Budget, and Audit Committee agenda is a proposed Measure R Project Finance Acceleration Plan, with a recommendation 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 by issuing bonds to be repaid by out-year Proposition A and C sales tax revenues, or by a new initiative to extend Measure R an additional thirty years. If the LACMTA Board of Directors approves the issuance of requisite notices, Metro staff will begin all necessary steps for processing an amendment to the Measure R Expenditure Plan. If the amendment is approved, staff will seek to amend the pending TIFIA Transit Master Credit Agreement Letter of Interest to reflect a new total of up to \$2 .05 billion for the Regional Connector and Westside Subway Extension projects. For the Measure R highway program, staff will begin work with the sub-regions to identify specific highway projects to accelerate. During this process, Metro staff will evaluate any proposals to reprogram Measure R capital project funding from highway to transit and from transit to highway. According to the Measure R Ordinance, any such proposal could not be approved prior to FY 2019. Staff will also prepare a new Master Credit Agreement Letter of Interest for up to \$1.50 billion for above ground elements of Measure R transit projects and up to \$950 million for Measure R highway projects. Finally, staff will begin preparing a trust indenture for bonds to be secured with Measure R, Proposition A and Proposition C revenues.

- **Metro TAC & Streets and Freeway Subcommittee** – Update – Chair Beste reported that Metro will de-obligate \$12.918 million of previously approved Countywide Calls for Projects funding. Each year the Metro Board is asked to approve the de-obligation of lapsing project funds after providing project sponsors with the opportunity to appeal staff's preliminary recommendations to Metro's Technical Advisory Committee. On an annual basis, the Metro Board is asked to act in July. The project sponsors agree with these recommendations. Other topics on the TAC agenda included Metro's Regional Airport Connectivity Plan and Green Construction Policy. Elaine Jeng reported that the February Metro Freeway Subcommittee included a brief presentation Caltrans' Highway Safety Improvement Program (HSIP) Call

for Projects. Caltrans expects the next HSIP Call-for-Projects (Cycle 6) will be announced near the end of April, 2013, realizing the timing and available funding for the next call is contingent on California's final implementation strategy for MAP-21. She noted it is never too early for local agencies to analyze their roadway network to 1) identify their highest crash locations and corridors; 2) consider effective and efficient countermeasures to improve the safety of these locations/corridors; and 3) identify projects that have the highest Benefit-to-Cost ratios.

- **L. A. County Clean Water Initiative** - Update – Chair Beste reported the following: On January 15, 2013, the Board of Supervisors opened a public hearing to listen to public testimony regarding the proposed measure. Due to significant community and agency concerns at the hearing, the Board directed to keep the protest period open for an additional 60 days. On March 12, 2013 the Board again listened to public testimony. At the conclusion of public testimony the Board of Supervisors voted to not proceed with the Clean Water, Clean Beaches Measure at this time and then directed Public Works to continue working towards consensus with stakeholders on key elements of the proposed measure and to report back on progress in 90 days.

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

- **Metro Funding Agreement Change Notice** (Attachment B) - Metro has made the following changes to its Measure R Funding Agreement language: On an annual basis, by December 31st Metro will request updated schedules and expenditure plans from local agencies to monitor how their projects are progressing. Changes to the project schedule that affect the final milestone date will require an amendment to the original funding agreement. Changes to interim milestones that do not affect the final milestone date should continue to be reported in the Monthly Reports, but will not require an amendment to the funding agreement. The goal of these modifications is to better monitor progress on delivering the Measure R South Bay Highway Program, particularly with regards to updating baseline schedules and tracking delays that may affect the timely completion of projects or lapsing of funds. The revised language, attached for your reference, can be found in Part I, Sections 5-10, and Part II, Section 6.1 of the Measure R funding agreements. The Modified Measure R South Bay Highway Program Funding Agreement Language was distributed to everyone, and Metro requests that anyone with questions send them to Fulgene Asuncion (asuncionf@metro.net) or Will Lamborn (lambornw@metro.net).
- **Three-Month Look Ahead** (Attachment C) – Steve Lantz reiterated that the draft final SBHP Implementation Plan will go before the SBCCOG Board in March. The SBHP technical bench services RFP will go before the Board in May. Current contractors will be issued bench contracts and then the RFP will supplement the bench with more contractors for various task orders. Steve Lantz said that he is happy to give orientations to consultants or firms who would like to be briefed on the South Bay Highway Program.
- **SBHP Annual Update Calendar** (Attachment D) – Steve Lantz reminded everyone that this document captures any changes that occur throughout the year. Stephanie Katsouleas asked when is the appropriate time to propose changes in a project scope, schedule or budget. Steve Lantz urged lead agencies to provide updates via the monthly report process and to call him particularly if they will be seeking additional Measure R funds.

IV. **SBHP Project Progress Reporting / Gantt Chart** (Attachment E) – Chair Beste said that the Measure R Oversight Committee is concerned about project reporting not being sent in on time or at all each month. He emphasized that elected officials are monitoring this and that the SBCCOG needs to know when design and construction are beginning and ending. There should not be so many projects in red (Funding Agreement Amendment needed, due to change in scope or budget.) The Measure R Oversight Committee would appreciate in-person updates from cities that have multiple projects that are behind-schedule. Elected Officials plan to evaluate a city's past performance if it requests extra funding for a project. Jim Goodhart, Measure R Oversight Committee Chair, said that from an elected official's perspective, the Measure R program should be flexible, but the SBCCOG may reallocate funds from a city if that city's project progress is not satisfactory. Those funds will be reallocated to another agency that is ready with an approved project, pending funds. The proper signage is also required by Metro and the SBCCOG; pictures of signage at Measure R construction sites must be documented and sent to both agencies. Steve Lantz added that the signage issue is very simple. Every city/lead agency has been given the approved templates, depending on the type of Measure R project.

V. **Measure R SBHP Project Spotlight** – Maple at Sepulveda (312.18 - N47) – Torrance Project Manager, Craig Bilzerian, announced on March 18, the city broke ground at Maple Avenue at Sepulveda Boulevard. This site was identified as a deficiency; vehicles were not able to make right-hand turns on Maple and reduce delays at the intersection. The scope of work includes: adding south-bound striping and a new curb on the west side of Maple, widening the right-turn lane on south-bound Maple, relocating a fire hydrant, and adding new video detection and pedestrian countdown indications at all four corners. This project ended up having a surplus of \$250,000, which will go back into the pot, and the projected completion April 2013 date is two months ahead of the original June 2013 scheduled completion date. Signage was posted on Monday and the SBCCOG has sent the IWG members the image of it as an example. Currently, this is the only South Bay Measure R project under construction. Congratulations to the City of Torrance for an outstanding job.

- VI. **SBHP Implementation Plan Update** (Attachment F) – Alan Clelland summarized that, since Iteris was awarded the contract with the SBCCOG in 2010, getting the SBHP on its feet was the main focus, along with identifying early-action and STE projects. Priorities have changed for Phase II of the contract. The Initial draft of the SBHP Implementation Plan (IP) was reviewed by the IWG Executive Committee (Lantz, Beste, Katsouleas, Husting, Finton) and one of the comments was the need to restructure the IP, so now it has 4 parts: Policies, Procedures Manual, STE/ITS, and Funding Program. The current IP is in draft final form now so please send comments ASAP by the end of next week (to Alan Clelland or Steve Lantz.) As part of the ITS plan, Iteris has been requesting information from the cities; thanks to anyone who has been in touch with Iteris for that.
- VII. **Strategic Transportation Element** (Attachment G) – Steve Lantz gave the following presentation: The Strategic Transportation Element is a SBCCOG strategy to develop a South Bay traffic-monitoring network that will provide network performance data to guide priority, sequencing, and selection of Measure R projects. Once projects are selected, there will be a consistent plan for monitoring performance, and the SBCCOG can evaluate how corridors worked before (and after) the project. This will establish a South Bay plan for system monitoring and evaluate pre/post project performance of SB freeway and highway networks. This complies with new state and federal MAP-21 guidelines that require performance-based project decision-making. The presentation showed how congestion will look if no action is taken. A big change in capacity can be made if small changes are made with operational improvements that benefit the freeways. Caltrans' Operations Improvement Pyramid was explained. Corridors are streets and state highways and the SBCCOG can help there with incident management, by modifying intersections, identifying high-collision locations, and with other multi-modal strategies (things that take the demand off the freeways.) There is presently no data captured on the arterials except for levels of service. If the South Bay decides to implement the STE, it would be the first sub-region in the county to have a comprehensive monitoring system to guide the corridor project selection and document the impact on highway and arterial speeds. In order to know what needs to be done and what will work, the SBCCOG needs to sequence and prioritize the lead agencies' projects. This is the first time the SBCCOG's project selection will consider the performance of key corridors, rather than isolated intersections. Progressive mobility gains will result from project sequencing. Sequencing options and routes selected for monitoring were listed. Steve Lantz said that this item is asking for the approval of the STE conceptual approach so it can be incorporated into the Implementation Plan. There is no implementation cost estimate for the STE yet, (not just for capital costs, but ongoing operations and maintenance) which is why it is being discussed conceptually. The STE implementation was not budgeted in the SBCCOG's scope of work for Measure R, however it can be funded within the ITS Work Plan line item. If approved, the consultants would come back to the IWG with an STE cost estimate in April and back to the Measure R Committee in May. The deadline for the consultant contract is approaching, which is why the SBCCOG needs to bifurcate the conceptual approval and the cost estimate approval. Next steps are to review and incorporate comments and finalize the conceptual STE for inclusion in the Implementation Plan. Metro staff wants the SBCCOG to take the STE to the Metro committees and Metro Board. Caltrans has already reviewed it. Chair Beste asked what needs to be implemented? How often? On what level? What costs? These are the questions that the SBCCOG, Measure R Oversight Committee, and IWG must answer. Steve Lantz mentioned a demonstration on one or two corridors first and Aziz Elattar said that he had brought a list of projects that Caltrans perceives for the next 20 years.
- VIII. **I-405 Planning Coordination Meeting** (Attachment H) – Steve Lantz reviewed the list of confirmed presentations and Marcy Hiratzka followed up with the city staff from whom she was waiting to hear.
- V. **Other Business** – Chair Beste confirmed that there was no other business to discuss.
- VI. **Adjournment** — Chair Beste adjourned the meeting at 12:58pm until April 17, 2013. If you'd like to include an item in the agenda, please send an e-mail to: Marcy@southbaycities.org by April 10, 2013.