SOUTH BAY CITIES COUNCIL OF GOVERNMENTS

INFRASTRUCTURE WORKING GROUP
LUNCH MEETING

<u>Wednesday, June 17, 2015</u>
LOCATION: **Blue Water Grill,** 665 North Harbor Drive, Redondo Beach 90277

**The SBCCOG has changed the format of its Infrastructure Working Group meetings.
Every other month the meetings will not be open to the public but will be for public agency staff only.
Please note the schedule below:**

<u>Meetings Open to the Public</u>	<u>Agency Staff Only Meetings</u>
June 17	**July 15**
Aug 19	**Sept 16**
Oct 21	**Nov 18**

Lunch, including beverage and tip, is available at a cost of <u>$30.00</u> per person and must be paid in cash; no credit cards. Payment will be collected during the meeting. Lunch selection will be available at the meeting.

To ensure seating for everyone, please **RSVP** your attendance and whether you will be purchasing lunch by close of business, Monday, June 15, to Marcy@southbaycities.org

**IWG SOCIAL & ORDER LUNCH - 11:30 A.M. to Noon
MEETING – 12:00 P. M. to 1:30 P. M.**

12:00 p.m. **Self-Introductions & Approval of the May 20, 2015 IWG Meeting Notes** (Attachment A)

12:05 p.m. **Agency & Other Reports**
- **SBCCOG –** Program update – Steve Lantz
  - **Status of SBCCOG Programs and Projects**
  - **Flyer for LAEDC 5-Year Strategic Plan for L. A. County Economic Development (2016-20)** (Attachment B)
  - **Flyer for South Bay Homeless Count Results Meeting** (Attachment C)
- **SBCCOG Sales Tax Proposal – SBCCOG Steering Committee June 2015 Item**
- **SOUTH BAY TRAFFIC FORUM, LA County DPW** – Updates
- **Caltrans –** Updates
- **L. A. Metro** - Updates
  - **L. A. Metro Board -** Updates
  - **Metro TAC & Streets and Freeway Subcommittee –** Updates

12:15 p.m. **Measure R Updates –** Steve Lantz
- **SBHP Implementation Plan Update Follow Up Issues; Bench Task Order**
- **SBHP Project Progress – Financial Risk Report** (Attachment D)

12:25 p.m. **Project Spotlight: "Traffic Assist" Connected Vehicle Project -** Kiel Ova, CMO, Traffic Technology Solutions (Attachment E)

12:55 p.m. **Three-Month Look Ahead** (Attachment F)

1:00 p.m. **Announcements / Adjournment -** *Next IWG meeting – July15, 2015 – Meeting limited to South Bay public agencies, To include an item in the agenda, e-mail to: Marcy@southbaycities.org by July 3, 2015.*

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Attendees: Rob Beste (Torrance); Stephanie Katsouleas & Lifan Xu (El Segundo); Frank Bigdeli (Gardena); Akbar Farokhi & Alan Leung (Hawthorne); Mark McAvoy (Lomita); Esther Amaya (Los Angeles); Ed Kao & Joe Parco (Manhattan Beach); Wisam Altowaji, Didar Khandker & Brad Lindahl (Redondo Beach); Ted Semaan (Torrance); Gary Slater (Caltrans); Pamela Manning & Pat Smith (LA County DPW); Isidro Panuco & Teresa Wong (Metro); Jacki Bacharach, Marcy Hiratzka & Steve Lantz (SBCCOG)

Chair Beste called the meeting to order at 12:05 pm.

I.   **Self-Introductions and Approval of April 15, 2015 Minutes** (Attachment A) – Minutes were approved as presented.

II. **Agencies & Other Reports-**
  - **SBCCOG –** Jacki Bacharach announced the following:
    o The SBCCOG Steering Committee nominated candidates to fill the three vacancies on the Metro South Bay Service Council. This recommendation will be considered at the May 28 SBCCOG Board meeting.
    o The SBCCOG will be assisting the SBCCOG's member agencies to design and implement the South Bay Cities Green Buildings Challenge program. The goal of this program is to accelerate adoption of sustainability initiatives in the South Bay Cities business community by directly engaging property managers and business tenants to take action on sustainable activities and achieve measurable results.
    o Metro has contracted the SBCCOG for a two-year Demo/Pilot Event Ride Share program using the RideAmigos program which will assist people in their travel choices.
    o The SBCCOG will be holding a workshop for City Commissioners on sustainability issues such as CEQA, climate action planning, and greenhouse gas emissions. Details have not yet been released.
    o Metro Sales Tax Proposal **–** Steve Lantz reported that Metro's polling results of the community have not yet been made public. Mr. Lantz asked city staff to remind their City Councils that the South Bay makes up approximately fourteen percent of L. A. County population. If the new sales tax measure is modelled on Measure R, the South Bay would only be allocated ten percent of the funds generated from the new sales tax.
    o Federal Gas Tax Reauthorization - The SBCCOG drafted a letter to Congress per SCAG, supporting a reauthorization of the federal gas tax for a 5+ year period. The House passed an extension of MAP-21 for sixty days; it goes next to the Senate. Hopefully it passes before Memorial Day weekend. The SBCCOG would like to be able to seek funding for future transportation infrastructure to be partially funded by the extended gas tax.
  - **SOUTH BAY TRAFFIC FORUM, LA County DPW –** Pat Smith distributed the South Bay Traffic Forum Status Report for May 2015. Highlights included: The South Bay Fiber Interconnect project will complete its construction phase by October. The Notice-to-Proceed will soon be issued for the Management Center project Gardena Traffic. Of the six traffic signal synchronization program projects, two of them have completed their design phases and are scheduled to advertise in August. These two projects (that are being funded by the 2007 CFP) affect nine South Bay cities (improvements on both Aviation Bl and Crenshaw Bl.) TSSP projects that are being funded by the 2009 CFP have not yet gone into the design phase. Chair Beste added that Metro's TAC acknowledges that LA County DPW is experiencing the most postponement of CFP project progress, while cities' CFP projects are moving forward more quickly.
  - **Caltrans –** Gary Slater announced that Caltrans District 7 finally has a fully-staffed management team, and this should enable quicker progress and continuity that has been lacking in the District.
  - **Metro** -
    o **Board –** Isidro Panuco reported that the sub-regions' Measure R budget requests are being considered for the Metro Board's approval the end of this month. This item was originally agendized for April but was deferred for one month to revise one of the sub-region's lists (not the South Bay request). Mr. Panuco reminded lead agencies with Measure R projects to execute upcoming project Funding Agreements as soon as possible. Teresa Wong mentioned Motion 21 from the October 2014 Metro Board, regarding the possible reorganization of the Call for Projects process. The motion recommended the revision and improvement of future Call for Projects past the 2015 Call by incorporating an evaluation with the stake-holding COG's and sub-regions of the current process prior to undertaking the LRTP-update and ballot exploration processes. Metro staff was instructed to return to the Board with the examination and recommendations on the possibility of converting the Call for Projects Process into a new sub-regional, multi-modal subvention formula program. This issue will be agendized for the June Metro Board meeting, where Metro staff will explain the survey data from cities on the current CFP process. Metro staff is still in the process of evaluating 2015 CFP applications; the Rainbow Report will be released in June.
    o **TAC and Streets & Freeway Subcommittee –** Wisam Altowaji will begin reporting on the Streets & Freeway Subcommittee next month.

III. **Measure R Updates**
- **SBHP Implementation Plan Update Workshop –** Steve Lantz thanked those that attended the South Bay Highway Program Implementation Plan workshop on April 30. The SBCCOG will be scheduling follow-up meetings with each individual Measure R lead agency to discuss issues identified at the April 30 workshop and the status of current/upcoming/candidate Measure R projects. Metro is focused on Measure R project cash flow, and is willing to accelerate out-year projects that are ready to begin. Mr. Lantz acknowledged that the drought may be causing Public Works staff to shift priorities, but asked that cities do not forget about their Measure R project progress.
- **SBHP Project Progress Risk Report** (Attachment B) – As a result of the SBCCOG's efforts to monitor whether Measure R project monthly and quarterly reports are being submitted on time, all but two South Bay lead agencies are on track! Those that have outstanding reports said that the reports would be submitted by the end of the month. Steve Lantz explained that required monthly reports reflect the schedule of a project, and required quarterly reports reflect financial progress of the project. Metro, not the SBCCOG, drives the reporting guidelines. Isidro Panuco has streamlined the monthly report template to make it easier to complete. Mr. Lantz said that a list of outstanding reports will be presented to the SBCCOG Steering Committee each quarter from now on, as opposed to the entire list of Measure R projects. Ted Semaan requested that the SBCCOG provide both a general project management training course and a course on how to partner with multiple agencies on one project for city staff. Jacki Bacharach acknowledged the need for a third training course, which would educate elected officials on the SBHP including a potential change in focus to fund large Measure R projects, since this would fund less small projects.

IV. **Water Issues – May 28, 2015 Drought Workshop flyer** (Attachment C) – Jacki Bacharach announced that the SBCCOG will be hosting an event at which the local water districts and retailers will be addressing drought-preparedness measures. This event will be held at the SBCCOG office on May 28 at 3pm. Ms. Bacharach requested that anyone who wishes to ensure that a topic is added to the event's agenda let her know as soon as possible. Chair Beste added that private water retailers are distributing information that contradicts some cities' water ordinances. He cautioned that the ordinances and retailer policies need to be aligned by city staff and councils.

V. **Project Spotlight: State Highway Operation and Protection Program (SHOPP) –** Gary Slater, the new District 7 Deputy Director for Planning, gave a presentation on Caltrans SHOPP program, which consists of capital improvements that are necessary to preserve and protect the state highway system. Projects included in the program are limited to capital improvements related to maintenance, safety, and rehabilitation of state highways and bridges which do not add a new traffic lane to the system. There are eight categories of SHOPP projects: emergency response, collision reduction, mandates, bridge preservation, roadway preservation, mobility, roadside preservation, and facilities. SHOPP projects are identified for future funding in a financially-constrained ten-year plan. Projects from this list are selected based on project readiness (those with completed PIDs (easier and less costly) are programmed first. Projects are expected to be delivered within the four year SHOPP cycle, which is updated every two years.

Within the SBCCOG territory, there are currently twelve programmed projects in the 2014 Statewide SHOPP, seven candidate projects in the 2016 Statewide SHOPP, and twenty-two future projects identified in the 2015 ten-year SHOPP plan. SHOPP projects are based on needs of a freeway or state highway, and are not allocated geographically or by sub-region. This is a reactive program and allows for funds to be taken from the top down. It could take between four to ten years for a newly identified project to be addressed. Steve Lantz asked if the SBCCOG is able to accelerate or backfill South Bay Measure R funds with SHOPP funds and Mr. Slater said that this has never been done and it is most likely not possible. Caltrans is the lead agency for SHOPP projects. It has never allocated funds to a city for a SHOPP project.

VI. **Three-Month Look Ahead** (Attachment D) – Steve Lantz said that the two major items to be addressed over the next two months are the Metro sales tax measure and SBHP Implementation Plan update.

VII. **Adjournment –** Chair Beste adjourned the meeting at 1:27pm until June 17, 2015. *Those who wish to include an item on the agenda must send an e-mail to:* Marcy@southbaycities.org *by June 3, 2015.*

The South Bay Cities Council of Governments &
Los Angeles County Economic Development Corporation invite you

Public Input Session

Five Year LA County Strategic Plan for Economic Development, 2016-2020

Tuesday, July 14, 2015
2 pm – 4 pm
SBCCOG Theater
20285 S. Western Ave. Torrance, CA 90501

SBCCOG and LAEDC are hosting a public input session for key stakeholders to weigh in on the next five-year Los Angeles County Strategic Plan for Economic Development (2016-2020), which is being developed by and for the residents and communities of LA County.

Presentation by Bill Allen, President and CEO of the LAEDC

LAEDC LOS ANGELES COUNTY
ECONOMIC DEVELOPMENT CORPORATION

SOUTH BAY CITIES
COUNCIL OF GOVERNMENTS
20TH ANNIVERSARY 1995 - 2015

RSVP at natalie@southbaycities.org

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Greater Los Angeles
Homeless Count

2015 South Bay
City-Level Homeless Count Results
for Community Planning

Featured Speaker
Peter Lynn
Executive Director
Los Angeles Homeless Services Authority

Hear presentations about the latest homelessness results for the South Bay, programs that address the problem, and community planning to end it

Tuesday, July 7, 2015
8:30 am - 10:00 am
The Carson Center - Hall A
801 East Carson Street - Carson, CA

To RSVP or for more information, please contact Nancy Wilcox at contactSBCEH@gmail.com

Continental breakfast service begins at 8:00 am

EVENT SPONSORS

SOUTH BAY COALITION TO END HOMELESSNESS

LOS ANGELES HOMELESS SERVICES AUTHORITY — LAHSA
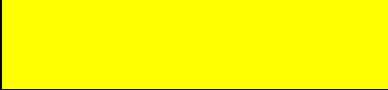
SOUTH BAY CITIES COUNCIL OF GOVERNMENTS

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Project Progress Report Legend

LEGEND	Description
SBHP Funding Availability	The date first-year funds are available
SBHP Project study	Agency has a Planning Funding Agreement directly with the SBCCOG, not Metro, for a feasability study. Different reporting requirements apply.
MTA Funding Agreement	The date Project Funding Agreement with Metro was executed
Planning & Preliminary Design PD	Project Planning phase develops the concept for the project including the project requirements, the preliminary design addresses the requirements. This phase also includes Project Approval/Environmental Documentation if required for the project to proceed.
PS&E D	Plans Specifications and Estimate - This comprises all work to develop construction contract plans, specifications, engineer's estimate, certification of ROW needs, contract bid documents, allocation of funds, contract award, and contract approval
ROW R	Right of Way - The Right of Way acquisitions are for the locally preferred concept/alternative are identified
Construction C	Construction - Contractor solicitation and all other construction-related activities, project close out.
Completed project	All phases of the project for which SBHP funds were used have been completed and the project has been closed out.
Progress made	Based on monthly reports
	In "Last Report Submitted" column, YELLOW means that Jan-March 2015 (Q3) quarterly and/or May 2015 monthly reports were not submitted. If no invoices were submitted, or no progress was made in that time, reports reflecting that those facts need to be submitted, per your project's Funding Agreement.
– – – – – – – –	Current Date
▬▬▬▬▬▬	Expiration date of first year of funding (5 years from when first funds are available)

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SBHP Measure R Project Deobligation / Financial Risk Report

		Update: 6/10/15		Based on MTA Budget Request, not FA				
Project ID & Phases Funded by SBHP	FA Type	Alphabetical by Lead Agency	FA Executed (MTA sig)	SBHP Funding Increment(s) Available	Budget	FA Expires	Actual Expenditures that have been reimbursed by MTA (to date)	Last Report Submitted
MR312.37 C	MTA FA	**City of Carson** N34 - Sepulveda Boulevard widening from Alameda Street to ICTF Driveway	9/7/12	7/1/12	$1,158,000	6/30/17		Apr 2015 Q3 14-15
TO 2014-1	SBCCOG Feas. Study	**City of El Segundo** Commuter Bikeways Study- Aviation Blvd, Douglas St. and El Segundo Blvd- Feasibility study to establish three bicycle corridors within the city limits, near large employers and adjacent to green line stations.	6/1/14	6/1/14	$150,000	12/31/15		Q3 14-15
MR312.57 PD	MTA FA	**City of El Segundo** N55 - Park Place from Nash St to Allied Way- Roadway extension and railroad grade separation	1/6/15	7/1/14	$350,000	6/30/19		Mar 2015 Q3 14-15
MR312.27	Pending MTA FA	**City of El Segundo** F39 - Sepulveda Blvd arterial Improvements From Imperial Highway to El Segundo Blvd		7/1/14	$400,000	6/30/19		
MR312.17 PD, D, C	MTA FA	**City of Gardena** N42-Rosecrans Ave Arterial Improvements From Vermont Ave to Crenshaw Blvd	9/21/14	7/1/11 7/1/12 7/1/13	$300,000 $317,000 $4,523,000	6/30/16 6/30/17 6/30/18	$490,829	May 2015 Q3 14-15
MR312.21 PD, D, C	MTA FA	**City of Gardena** N67 - Vermont Arterial Improvement From Rosecrans Ave to 182nd Street	9/21/14	7/1/11 7/1/12 7/1/13	$150,000 $132,000 $2,068,000	6/30/16 6/30/17 6/30/18	$1,950,335	May 2015 Q3 14-15
MR312.32	Pending MTA FA	**City of Hawthorne** N13 - Aviation Blvd at Marine Ave Intersection Improvement in the City of Manhattan Beach		7/1/15	$1,500,000	6/30/20		
MR312.33 PD, D, R, C	MTA FA	**City of Hawthorne** N14- Aviation Bl at Marine Ave; construct westbound right-turn lane.	10/25/12	7/1/13 7/1/14 7/1/15 7/1/16	$155,000 $345,000 $300,000 $2,800,000	6/30/18 6/30/19 6/30/20 6/30/21	$529,786	May 2015 Q3 14-15
MR.312.47	Pending MTA FA	**City of Hawthorne** Prairie Ave from 118th St to Marine Ave- Signal Improvements F11 - Rosecrans Ave Arterial Imprvmts from I-405 SB Off-Ramp to ISIS Ave		7/1/17 7/1/18	$618,000 $619,000	6/30/22 6/30/23		
MR312.05 PD, D, R, C	MTA FA	**City of Hermosa Beach** F45 - PCH (SR-1/PCH) Improvements between Anita St and Artesia Blvd	5/16/12	7/1/13	$368,000	6/30/18	$31,227	Apr 2015 Q3 14-15
MR312.38	Pending MTA FA	**City of Hermosa Beach** Add southbound dual left turn lanes on PCH at Aviation Blvd		7/1/15	$872,000	6/30/20		
MR312.12 PD, D, C	MTA FA	**City of Inglewood** N6 - Citywide Phase IV	3/15/12	7/1/11 7/1/12	$300,000 $3,200,000	6/30/16 6/30/17	$4,164	Apr 2015 Q3 14-15
MR312.50	Pending MTA FA	**City of Inglewood** Phase V- Communication gap closure on various locations, TS upgrade and arterial detection		7/1/17 7/1/18	$192,000 $192,000	6/30/22 6/30/23		
MR312.15 PD, D, R, C	MTA FA	**City of Lawndale** N22 - Inglewood Ave From 156th st to I-405 SB On Ramp Improvements	1/11/12	7/1/11 7/1/12	$100,000 $400,000	6/30/16 6/30/17	$23,731	May 2015 Q3 14-15
MR312.36 PD, D, R, C	MTA FA	**City of Lawndale** N25 - Traffic Signal Impvmts Citywide	8/8/13	7/1/12 7/1/14	$150,000 $1,350,000	6/30/17 6/30/19	$122,845	May 2015 Q3 14-15
	Pending SBCCOG Feas. Study	**City of Lawndale** Develop citywide mobility plan and create a Complete Streets guidance document		7/1/15	$350,000	6/30/20		
MR312.43 PD, D,C	MTA FA	**City of Lomita** F53 - Intersection Improvements at Western/PV Dr. & PCH/Walnut	4/30/13	7/1/13 7/1/14	$90,000 $810,000	6/30/18 6/30/19		Apr 2015 Q3 14-15
MR312.56 PD	MTA FA	**City of Los Angeles** N31 - Review of Feas. Study on Del Amo Blvd from Western Ave to Vermont	7/2/14	7/1/13	$100,000	6/30/18		Apr 2015 Q3 14-15
SBHP TO 2015-1	MTA FA	**City of Los Angeles** (Port of LA) Vincent Thomas Bridge I-110 Connector	3/4/15	7/1/13	$1,000,000	6/30/19		
MR312.51	Pending MTA FA	**City of Los Angeles** Anaheim St from Farragut Ave to Dominguez Channel- Widen from 78' to 84' and restripe to accommodate an additional lane in each direction		7/1/16 7/1/17 7/1/18	$310,000 $280,000 $1,708,000	6/30/21 6/30/22 6/30/23		
MR312.16 PD	MTA FA	**Los Angeles County** N32 - Del Amo Boulevard from Normandie Boulevard to Vermont Ave	1/31/14	7/1/12 7/1/13	$1,000,000 $900,000	6/30/17 6/30/18	$180,559	May 2015 Q3 14-15
MR312.52	Pending SBCCOG Feas. Study	**Los Angeles County** Various South Bay limits- 2013 CFP South Bay Forum systemwide operational improvements, coordination and timing, and ITS improvements		7/1/17 7/1/18	$401,000 $620,000	6/30/22 6/30/23		
MR312.28 PD, R, C	MTA FA	**City of Manhattan Beach** F41- Seismic retrofit of Sepulveda Blvd bridge 53-62	10/31/14	7/1/13 7/1/14	$4,550,000 $4,550,000	6/30/18 6/30/19		May 2015 Q3 14-15
MR312.04 C	MTA FA	**City of Manhattan Beach** F42 - Sepulveda Blvd at Marine Ave (WB Left Turn Lane)	12/30/11	7/1/11 7/1/14	$235,000 $130,000	6/30/16 6/30/19	$0	May 2014 Q3 14-15
MR312.34	Pending MTA FA	**City of Manhattan Beach** Construct southbound right-turn lane. Aviation Boulevard Phase 1: Intersection Projects		7/1/15	$1,500,000	6/30/20		
MR.312.35	Pending MTA FA	**City of Manhattan Beach** F43 - Sepulveda Blvd at Manhattan Beach Blvd Intersection Improvement		7/1/15	$980,000	6/30/20		
MR312.06 D, R, C	MTA FA	**City of Redondo Beach** F46 - PCH Arterial Improvements from Anita St to Palos Verdes Blvd	10/12/11	7/1/11	$1,400,000	6/30/16	$1,546	May 2015 Q3 14-15

SBHP Measure R Project Deobligation / Financial Risk Report

Project ID & Phases Funded by SBHP	FA Type	Alphabetical by Lead Agency	FA Executed (MTA sig)	SBHP Funding Increment(s) Available	Budget	FA Expires	Actual Expenditures that have been reimbursed by MTA (to date)	Last Report Submitted
			Update: 6/10/15	Based on MTA Budget Request, not FA				
MR312.07 D, C	MTA FA	**City of Redondo Beach** F47 - PCH at Torrance Blvd Intersection Improvements	10/12/11	7/1/11 7/1/12	$58,500 $526,500	6/30/16 6/30/17	$44,895.70	May 2015 Q3 14-15
MR312.08 D, C	MTA FA	**City of Redondo Beach** F48 - PCH at Palos Verdes Blvd Intersection Improvements	10/12/11	7/1/11 7/1/12	$50,000 $270,000	6/30/16 6/30/17	$19,571	May 2015 Q3 14-15
MR312.20 PD, D, R, C	MTA FA	**City of Redondo Beach** N58 - Aviation Blvd at Artesia Blvd Intersection Improvements	10/12/11	7/1/11	$847,000	6/30/16	$7,998	May 2015 Q3 14-15
MR312.42	MTA FA	**City of Redondo Beach** N18 - Construction of SB Right-Turn Lane at Inglewood Ave and Manhattan Beach Blvd	5/28/15	7/1/13 7/1/14 7/1/15	$125,000 $185,000 $4,865,000	6/30/18 6/30/19 6/30/20		
MR312.10 PD, D, R	MTA FA	**City of Torrance** F51 - PCH at Hawthorne Blvd Intersection Improvements	3/15/12	7/1/11 7/1/13 7/1/14	$1,300,000 $300,000 $18,000,000	6/30/16 6/30/18 6/30/19	$1,161,196	May 2015 Q3 14-15
MR312.23 PD, D, R, C	MTA FA	**City of Torrance** P4 - 465 N. Crenshaw- Torrance Park and Ride Regional Terminal	4/18/13	7/1/11 7/1/12 7/1/13	$1,000,000 $10,500,000 $6,600,000	6/30/16 6/30/17 6/30/18	$6,553,915	May 2015 Q3 14-15
MR312.26 PD, D, R, C	MTA FA	**Torrance** B7B - I-405 at 182nd St. /Crenshaw Blvd. operational improvements	6/24/14	7/1/13 7/1/14 7/1/16 7/1/17	$300,000 $5,000,000 $5,000,000 $5,000000	6/30/18 6/30/19 6/30/21 6/30/22	$45,667	May 2015 Q314-15
MR312.40 PD, D, R, C	MTA FA	**City of Torrance** F50 - Pacific Coast Highway at Vista Montana/Anza Ave Intersection Improvement	5/29/14	7/1/13	$2,900,000	6/30/18	$48,117	May 2015 Q314-15
MR312.58 C	MTA FA	**City of Torrance** PCH from Calle Mayor to Janet Ln- Safety guardrail/fencing project to prevent illegal mid-block pedestrian crossing and vehicle incursion onto PCH from frontage road on southside PCH	11/03/14	7/1/13	$852,000	6/30/18		<mark>Apr 2015 Q3 14-15</mark>
	Pending SBCCOG Feas. Study	**City of Torrance** PCH/Hawthorne Park & Ride Feasability Study		7/1/15	$150,000	6/30/20		
MR312.59 PD, D, C	MTA FA	**City of Torrance** PCH at Madison Ave- Signal Upgrades to provide left-turn phasing	10/23/14	7/1/14 7/1/15	$100,000 $400,000	6/30/19 6/30/20		May 2015 Q3 14-15
MR312.60 PD, D, R, C	MTA FA	**City of Torrance** Crenshaw from Del Amo to Dominguez; 3 Southbound turn lanes at 1) Del Amo Blvd; 2) extension of 208th St; 3) Transit Center Entrance. Signal Improvements at 2 existing and new signal at Transit Center and extension of 208th St	4/2/15	7/1/15 7/1/16	$1,800,000 $1,500,000	6/30/20 6/30/21		May 2015 (Q4 is due next)
TBD	Pending SBCCOG Feas. Study	**City of Torrance** 182nd St from Kingsdale Ave in R. Beach to Harbor Gateway Transit Center in LA City (just east of Vermont). PROJECT STUDY to determine feasibility of various corridor improvements (intersection improvements, ITS, bicycle facilities, etc.) and determine Measure R eligibility		7/1/16	$300,000			
MR312.09	Pending SBCCOG Feas. Study	**City of Torrance** PCH from PV Blvd to Crenshaw Ave- Preliminary Design EIR and P.S.&E. for operational improvements		7/1/16	$1,300,000	6/30/21		
TBD	Pending MTA FA	**City of Torrance** Hawthorne Bl at: 182nd Street, Spencer Street, Emerald Street, and Lomita Blvd. P.S.&E for raodway widening to construct new northbound right turn lanes		7/1/15	$810,000 ($70K was used for PSR 2015 CFP application)			
MR312.11	MTA FA	**Caltrans** F60 - ITS: I-405, I-110, I-105, SR-91 at freeways ramp/arterial signalized intersections - **DCCM**	4/30/13	7/1/11	$5,000,000	06/30/16	$588,815	<mark>Dec 2014</mark>
MR312.30	Pending SCAG I-405 Study	**Caltrans** I-1405 from I-110 to I-105 and I105 from I-405 to Crenshaw; Corridor Refinement Studies		7/1/12	$700,000	6/30/17		
MR312.24	MTA FA	**Caltrans** F38 - PAED I-110 Aux lane from SR-91 to Torrance Blvd Aux lane & 405/110 Connctr	12/19/13	7/1/13	$1,150,000	06/30/18	$700,787	<mark>Feb 2015</mark>
MR312.25	MTA FA	**Caltrans** B7A - PAED I-405 at 182nd St./Crenshaw Boulevard	12/19/13	7/1/13	6/9/54	6/30/18	$927,079	<mark>Feb 2015</mark>
MR312.29	MTA FA	**Caltrans** FN1 - ITS: PCH and Parallel Arterials from I-105 to I-110 connector	11/24/14	7/1/13 7/1/14	$7,000,000 $2,000,000	6/30/18 6/30/19		
MR.312.45	Pending MTA FA	**Caltrans** PAED/Implement an Integrated Corridor Management System along the SR -110 Corridor between Artesia Boulevard and the I-405. The project will integrate freeway, arterial and transit operations, implement a Decision Support System for coordinated agency operations and traveler information systems.		7/1/18	$1,000,000	6/30/23		
	SBCCOG Feas. Study	**Metro** South Bay Baseline Arterial Performance Monitoring Implementation Study; funds taken from deobligated project below (approved in Aug 2014)		7/1/13	$250,000	6/30/18		

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SBHP Measure R Project Deobligation / Physical Progress Risk Report

Update: 6/10/15

Project ID & Phases Funded by SBHP	FA Type	Alphabetical by Lead Agency	Timeline (2014–2017)
MR312.37 C	MTA FA	**City of Carson** N34 - Sepulveda Boulevard widening from Alameda Street to ICTF Driveway	Measure R funds the construction phase only; design is included in the FA schedue, however.
TO 2014-1	SBCCOG Feas. Study	**City of El Segundo** Commuter Bikeways Study- Aviation Blvd, Douglas St. and El Segundo Blvd- Feasibility study to establish three bicycle corridors within the city limits, near large employers and adjacent to green line stations.	
MR312.57 PD	MTA FA	**City of El Segundo** N55 - Park Place from Nash St to Allied Way- Roadway extension and railroad grade separation	
MR312.17 PD, D, C	MTA FA	**City of Gardena** N42-Rosecrans Ave Arterial Improvements From Vermont Ave to Crenshaw Blvd	Construction complete; documentation pending. Ribbon cutting sched for July 2015
MR312.21 PD, D, C	MTA FA	**City of Gardena** N67 - Vermont Arterial Improvement From Rosecrans Ave to 182nd Street	Construction completed; final reimbursement request to MTA to be submitted in June 2015.
MR312.33 PD, D, R, C	MTA FA	**City of Hawthorne** N14- Aviation Bl at Marine Ave; construct westbound right-turn lane.	
MR312.05 PD, D, R, C	MTA FA	**City of Hermosa Beach** F45 - PCH (SR-1/PCH) Improvements between Anita St and Artesia Blvd	Unusually long Caltrans review process delayed bidding the project. City requested to prepare traffic control plan.
MR312.12 PD, D, C	MTA FA	**City of Inglewood** N6 - Citywide Phase IV	Consultant approved April 20015; design to begin June 2015
MR312.15 PD, D, C	MTA FA	**City of Lawndale** N22 - Inglewood Ave From 156th st to I-405 SB On Ramp Improvements	Design consultant was replaced due to inefficiency. Reivew to be completed by June 30, 2015. Invoice to be submitted to MTA in July 2015
MR312.36 PD, D, R, C	MTA FA	**City of Lawndale** N25 - Traffic Signal Impvmts Citywide	Construction started in July 2015; to end Nov 2015.
MR312.43 PD, D,C	MTA FA	**City of Lomita** F53 - Intersection Improvements at Western/PV Dr. & PCH/Walnut	
MR312.56 PD	MTA FA	**City of Los Angeles** N31 - Review of Feas. Study on Del Amo Blvd from Western Ave to Vermont	Reivew to be completed by June 30, 2015. Invoice to be submitted to MTA in July 2015
SBHP TO 2015-1	MTA FA	**City of Los Angeles** (Port of LA) Vincent Thomas Bridge I-110 Connector	
MR312.16 PD	MTA FA	**Los Angeles County** N32 - Del Amo Boulevard from Normandie Boulevard to Vermont Ave	
MR312.28 PD, R, C	MTA FA	**City of Manhattan Beach** F41- Seismic retrofit of Sepulveda Blvd bridge 53-62	

SBHP Measure R Project Deobligation / Physical Progress Risk Report

Project ID & Phases Funded by SBHP	FA Type	Alphabetical by Lead Agency	2014	2015	2016	2017
MR312.04 C	MTA FA	**City of Manhattan Beach** F42 - Sepulveda Blvd at Marine Ave (WB Left Turn Lane)		construction completed in March; Punch list and Caltrans approval not yet complete.		
MR312.06 D, R, C	MTA FA	**City of Redondo Beach** F46 - PCH Arterial Improvements from Anita St to Palos Verdes Blvd				
MR312.07 D, C	MTA FA	**City of Redondo Beach** F47 - PCH at Torrance Blvd Intersection Improvements				
MR312.08 D, C	MTA FA	**City of Redondo Beach** F48 - PCH at Palos Verdes Blvd Intersection Improvements		Depending on Caltrans, project could be delayed.		
MR312.20 PD, D, R, C	MTA FA	**City of Redondo Beach** N58 - Aviation Blvd at Artesia Blvd Intersection Improvements	Construction schedule may be impacted once environ. exploration begins.			
MR312.42	MTA FA	**City of Redondo Beach** N18 - Construction of SB Right-Turn Lane at Inglewood Ave and Manhattan Beach Blvd				
MR312.10 PD, D, R	MTA FA	**City of Torrance** F51 - PCH at Hawthorne Blvd Intersection Improvements				
MR312.23 PD, D, R, C	MTA FA	**City of Torrance** P4 - 465 N. Crenshaw- Torrance Park and Ride Regional Terminal				
MR312.26 PD, D, R, C	MTA FA	**Torrance** B7B - I-405 at 182nd St. /Crenshaw Blvd. operational improvements				
MR312.40 PD, D, R, C	MTA FA	**City of Torrance** F50 - Pacific Coast Highway at Vista Montana/Anza Ave Intersection Improvement				
MR312.58 C	MTA FA	**City of Torrance** PCH from Calle Mayor to Janet Ln- Safety guardrail/fencing project to prevent illegal mid-block pedestrian crossing and vehicle incursion onto PCH from frontage road on southside PCH				
MR312.59 PD, D, C	MTA FA	**City of Torrance** PCH at Madison Ave- Signal Upgrades to provide left-turn phasing				
MR312.60 PD, D, R, C	MTA FA	**City of Torrance** Crenshaw from Del Amo to Dominguez; 3 Southbound turn lanes at 1) Del Amo Blvd; 2) extension of 208th St; 3) Transit Center Entrance. Signal Improvements at 2 existing and new signal at Transit Center and extension of 208th St				
MR312.11	MTA FA	**Caltrans** F60 - ITS: I-405, I-110, I-105, SR-91 at freeways ramp/arterial signalized intersections - **DCCM**				

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SBHP Measure R Project Deobligation / Physical Progress Risk Report

Project ID & Phases Funded by SBHP	FA Type	Alphabetical by Lead Agency	2014	2015	2016	2017
		Update: 6/10/15	Jan Feb Mar Apr May Jun Jul Aug Sep Oct Nov Dec	Jan Feb Mar Apr May Jun Jul Aug Sep Oct Nov Dec	Jan Feb Mar Apr May Jun Jul Aug Sep Oct Nov Dec	Jan Feb Mar Apr May Jun Jul Aug Sep Oct Nov Dec
MR312.24	MTA FA	**Caltrans** F38 - PAED I-110 Aux lane from SR-91 to Torrance Blvd Aux lane & 405/110 Connctr				
MR312.25	MTA FA	**Caltrans** B7A - PAED I-405 at 182nd St./Crenshaw Boulevard		Air quality conformity report anticipated due date is June 2016. Could impact PAED delivery sched.		
MR312.29	MTA FA	**Caltrans** FN1 - ITS: PCH and Parallel Arterials from I-105 to I-110 connector				
	SBCCOG Feas. Study	**Metro** South Bay Baseline Arterial Performance Monitoring Implementation Study; funds taken from deobligated project below (approved in Aug 2014)				

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Personal Signal Assistant

Who is TTS?

Traffic Technology Services Inc., TTS, is a Connected Vehicle data content provider for the automotive industry, automotive OEM, commercial fleets, telematics integrators, and other transportation services and providers. TTS includes a team of experienced professional traffic engineers and computer scientists who know how your systems work and understand traffic operations. TTS is incorporated in Delaware and headquartered in the Portland, Oregon area.

What is the Product?

The product, Personal Signal Assistant (PSA), is a predicted and time-calibrated state of the traffic signal for use in third-party applications.

TTS uses your data to provide the added-value prediction and time calibration of the original signal timing state as provided from the traffic controller. Traffic signal controllers do not deliver a predicted state, which is desired by our customers to implement into their telematics and in-vehicle information systems.

PSA provides an industry-standard Signal Phasing and Timing (SPaT) and MAP message as a deliverable to the customer. Information provided in the message varies by customer, but always includes PSA information on the predicted state.

We do not provide a Mobile application to the consumer market, we are solely a data content provider.

How Does It Work?

We communicate to your signals that are on a network and capable of real-time communication for actuated signals, and possible less than once every cycle for fixed time intersections. We use standards such as AB3418E and NTCIP to provide the necessary information from the traffic signal controllers. We can communicate to the signals directly, or through your preferred ATMS vendor, to our cloud-based servers.

The specific communication workflow can be summarized as:

- Communication from signal controller hardware to ATMS (Closed Network)
- Communication from ATMS to TTS servers (IP)
- Computations for PSA product (Cloud-Based)
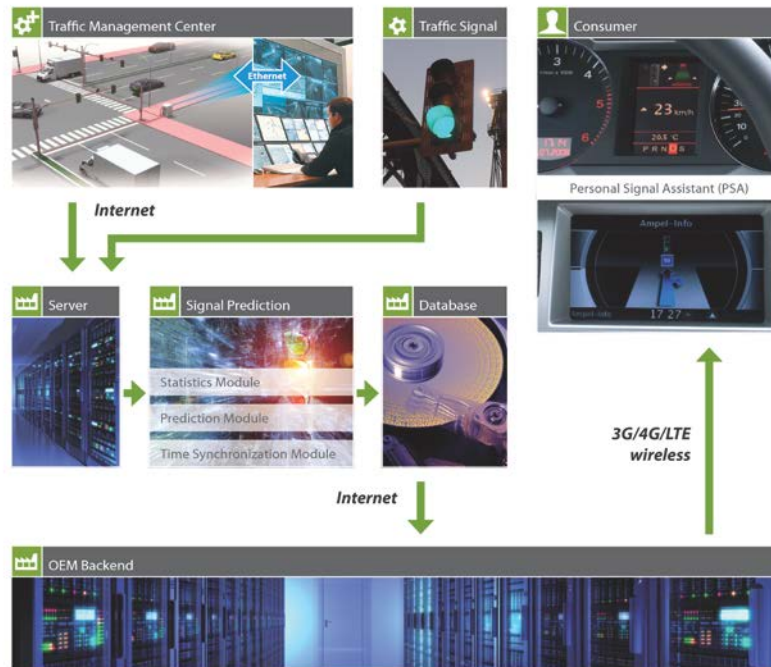- Communication from TTS to Third-Party Servers/Applications (IP)

Figure 1. System architecture and data flow of the online signal state prediction system (PSA)

Who Are the Customers?

TTS has two customers in the automotive industry, Audi and BMW, and is negotiating with other interested automotive OEM and other parties. Our business plan envisions customers in the automotive industry, commercial fleets, and other ATIS providers.

How is the Product Used?

Our customers use the PSA to provide information in their existing human machine interface or in-vehicle display. The biggest motivation for the automotive industry is to tie the vehicle auto start-stop feature with PSA to improve the intelligence of these systems. There are also safety applications by using the PSA data.

(a)   (b)

Figure 2. Examples of in-vehicle human machine interface (HMI) designs that present traffic signal data to drivers: (a) red countdown dial or speed advice together with navigation display in the central control (BMW) (b) red countdown timer or speed advice on digitalized dashboard (Audi).

Audi Implementation

Audi has implemented PSA into their Traffic Light Info Online (TLIO) service as part of their driver assistance systems and Car-2-X applications. TTS worked with the signal managing jurisdiction in Las Vegas, F.A.S.T., and Audi to demonstrate the PSA technology at the Consumer Electronics Show 2014, which won awards for new automotive technology by The Verge: https://www.youtube.com/watch?v=1yidKlC1yKQ

BMW Implementation

BMW is currently implementing PSA into the BMW apps. TTS is working with NJDOT along NJ Route 1 to demonstrate the PSA technologies.

Why Does TTS Need Your Assistance?

TTS relies on public agencies to provide the initial and ongoing real-time data from the traffic controllers in our proprietary processes and algorithms. Without the assistance of the public agencies, information would need to be gathered from other sources, such as DSRC, which will take decades to implement on a system-wide basis for our customers. Our technology is proven and available to implement today for Connected Vehicle applications.

Our customers desire an 80% deployment of the PSA technology throughout a metropolitan area. Each agency contributes to the overall goal and has significant or critical intersections in the deployment area, thus we want to use your data, regardless of how many intersections your agency manages.

What Is Required?

First, we need your permission to have access to and use your data. Here are basic steps to get your agency online:

- Identify agency lead contact and preferred signal/ATMS vendors,
- Review and activate authorization agreement for traffic signal data access,
- Demonstrate system online to key-decision makers or other stakeholders,
- Define long-term operations and maintenance plan for system.

What is the Liability to the Agency?

The liability exposure to the agency by allowing access to this data is no more than the current exposure experienced in the field by drivers or transportation end users. TTS will be producing a product that is used for predictive signal state changes, in addition to understanding the current signal state, and implemented by our customers in the manner that does not reduce or compromise the operator safety.

Liability Mitigation -

- Current applications by the OEM are to provide assistance to the driver without adding any distraction. This is accomplished by providing the information in formats developed by human factors professionals by the OEM. The direct integration of the information into the MMI is overseen by NHTSA and the OEM.

- Example application by Audi is to hide the time to red countdown timer during the last few seconds to force driver to look at the signal state and not rely specifically on the displayed counter.
- Speed limit or speed suggestions are provided based on the navigation services information, or other OEM technologies, that does not contribute or provide motivation for speeding. For example, if TomTom provides information about the link speed, that is used as the suggested speed when arriving on green or a reduced amount when arriving on red.
- Data licensing with TTS will protect the agency from all claims arising from use of the PSA product. TTS will ensure agreements with customers are specific to hold harmless the original data providers.

How Do You Protect Access to the Network?

TTS will work with the agency IT staff, or the desired ATMS contractor/vendor, to provide necessary IT security of data access and allow for one-way or read-only communication from the ATMS to the TTS servers. If necessary, firewalls and encryption will be used to protect data communication. TTS does not require to send commands or data packets directly to the signal controllers, therefore not adding any additional security concerns for existing communications between the ATMS and signal controller.

If desired by the agency, TTS will secure an internet service provider to communicate between the ATMS data server/container over public IP. Therefore, TTS would not utilize existing internet service providers to the agency, removing any communication risk to internal agency networks.

What If I Get a Similar Request From a Different Company?

While TTS will be working directly with the desired ATMS contractor/vendor, and developing proprietary data communication policies for our systems to work most efficiently, this data may still be available to other parties if desired by the agency. TTS will incur all costs initially to develop, setup, and maintain access to the data server. If desired by the agency to share data to other systems, TTS and/or the ATMS vendor will work with the other parties to share expenses at the time of request. In no way shall the agreement between the agency and TTS be construed as preventing other data vendors from accessing similar data.

What Does This Cost?

There is no direct financial cost associated with the PSA system. TTS will incur any cost associated with working with the ATMS vendor and ongoing maintenance. We ask initially for your time to review necessary documents and identify how to initiate the communication between the agency and TTS. In exchange for your time and access to the data, we are offering system performance metrics which can be utilized to set benchmarks for traffic system operations.

In the future we also envision a business model that will reward participating agencies, either through direct revenue sharing or via a grants specifically for traffic signal systems.

What's the Benefit for the Agency?

There are multiple benefits available to agency through a partnership agreement. TTS will be providing direct, tangible benefits to the agency with a fully operational system, and addressing indirect benefits to the transportation end users.

GIS -

TTS will be providing a GIS of all signals in the agency jurisdiction that is necessary for PSA implementation. This data may have other value to the agency, either integrating into the ATMS, other tools, or having as secondary inventory.

Performance Metrics –

TTS will deliver to the agency, on a regular and fixed interval, information on the performance of the signals based on information received from our customers' fleet. Examples of some performance metrics will include: number of stops, arrivals on red/green, movement delay, pedestrian delay, etc. Further, basic communication metrics from the signals, such as downtime, mode of operations (flash), detector fails, will be summarized in intersection reports. TTS will work with the ATMS vendor to determine value added reports that do not duplicate existing reporting capabilities.
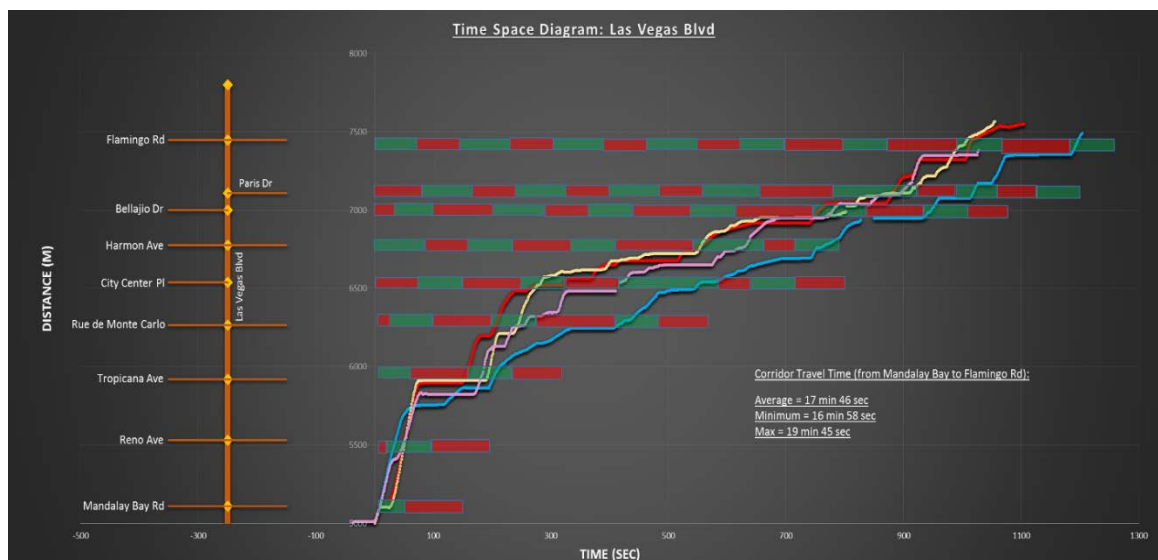

Figure 3. Example of Connected Vehicle data collected in Las Vegas pilot study.

Public –

The PSA product can be used as safety applications, mobility applications, and environment applications, as stated from the ITS JPO Connected Vehicle Research:

… the capabilities to test applications that will have the potential to save lives and provide continuous real-time connectivity among users.
Safety applications will have the potential to reduce crashes through advisories and warnings. For instance, vehicle operators may be advised of a school zone, sharp ramp curve, or slippery patch of

Safety –

Specifically, the PSA product as implemented by customers will have the ability to improve safety by providing information about the signal state status when direct line of sight is not available, such as following a high profile vehicles. PSA will also contribute to safety benefits by providing some indication when approaching the end of a green and reducing the dilemma zone problem. Further, suggested speed indications when approaching a signal state have the potential to reduce stop-and-go traffic conditions by optimizing the platoon arrival to the signal, providing safety benefits by reducing time to collision values.

Mobility –

A direct output from the end users will be performance metrics for the agency, mentioned above.

The PSA product by its very nature will contribute to a data-rich travel environment, providing more information to the end users about the traffic system. For example, in crowded spaces having supplemental information about the signal state will contribute to more awareness of the signal state and thus compliance. PSA and related products will contribute to ATIS connected vehicle applications.

Environmental –

Applications utilizing the PSA will be able to implement eco-approach and departure at signalized intersections, connected eco-driving, eco-speed harmonization projects, and dynamic eco-routing applications, as defined by the ITSJPO for connected vehicle deployments. Specifically, Audi has utilized PSA to implement an eco-approach and departure at signalized intersections by activating the start-stop feature with PSA data, contributing to as much as a 15% reduction in carbon emissions based on Audi studies.

How Can We Get Started?

Contact us at info@traffictechservices.com to begin the process. Let's get your traffic signals online!

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South Bay Measure R Highway Program

3-month Look-ahead on Committee Meetings and Decision Milestones

June 2015	July 2015	August 2015
8. **Steering Committee** • Measure R SBHP Implementation Plan Task Order 17. **IWG General Meeting** • SBHP Implementation Plan Issues Update • Review SBHP Project Progress Risk Report • Spotlight: "Traffic Light Assist" Connected Vehicle Demo Project 25**. Metro Board** 25. **SBCCOG Board** • Measure R SBHP Implementation Study Technical Assistance Task Order	13. **Steering Committee** • Review Issues for SBHP Implementation Plan Update • Consider SBCCOG response to Metro's Sales Tax Measure 15. **IWG General Meeting** • Review SBCCOG response to Metro Sales Tax Measure • SBHP Implementation Plan Update • Review SBHP Project Progress / Deferral- Deobligation Risk Report • Spotlight: Integrated Regional Water Management Plan (IRWMP) 23. **Metro Board** 23. **SBCCOG Board** • Consider SBCCOG response to Metro's Sales Tax Measure	10. **Steering Committee** • Review Issues for SBHP Implementation Plan Update • SBHP Deferral / Deobligation Risk Quarterly Update 19. **IWG General Meeting** • SBHP Implmentation Plan Update • Review SBHP Project Progress / Deferral- Deobligation Risk Report • Spotlight: Complete Streets Strategic Planning – Than Nguyen, L. A. Metro 27. **Metro Board** 27. **SBCCOG Board**