

**SOUTH BAY CITIES COUNCIL OF GOVERNMENTS**  
**INFRASTRUCTURE WORKING GROUP (IWG) LUNCH MEETING**

**Wednesday, July 20, 2016 from 11:30 A.M. – 1:30 P.M.**

**LOCATION: Blue Water Grill, 665 North Harbor Drive, Redondo Beach 90277**

IWG meetings rotate between public meetings and public agency staff only meetings.

**Agency Staff Only Meetings**

July 20  
September 21  
November 16

**Meetings Open to the Public**

August 17  
October 19  
December – no meeting

Lunch, including beverage and tip, is available at a cost of **\$30.00** per person and must be paid in cash. **No credit cards.** Payment will be collected during the meeting. Lunch selection must be from meeting menu. To ensure seating for everyone, please RSVP your attendance and whether you will be purchasing lunch by close of business, Friday, July 15<sup>th</sup> to David Leger at: [DavidL@southbaycities.org](mailto:DavidL@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 June 15, 2016 IWG Meeting Notes** (Attachment A)
- 12:05 p.m. Agency & Other Reports**
- **SBCCOG** – Program update – Steve Lantz
  - **SOUTH BAY TRAFFIC FORUM, LA County DPW** – Update
  - **Caltrans** – Update
  - **L. A. Metro** - Updates
    - L. A. Metro Board - Update
    - **Metro TAC & Streets and Freeway Subcommittee** – Update
- 12:15 p.m. Measure R**
- **Status of SBHP Projects in 2016-17 Metro Budget Request** (Attachment B)
  - **SBHP Project Progress – Financial Risk Report** (Attachment C)
    - **Update to be handed out at meeting**
  - **Three-Month Look Ahead** (Attachment D)
- 12:25 p.m. Sales Tax Measure Updates** – Steve Lantz
- **Metro's Sales Tax Measure: SBCCOG Position on ballot measure** (Attachment E)
  -
- 12:30 p. m. Metro Call for Projects Restructuring Options** – Ted Semaan, Redondo Beach; Brad McAllester, Executive Officer, Long Range Planning, L. A. Metro
- 12:50 p. m. Review of Draft SBHP South Bay Highway Program Implementation Plan 2016 Update** (Attachment F) – Iteris
- **Dates for Project Management Training In October**
- 1:25 p. m. Announcements / Adjournment - Next IWG meeting (public meeting) – August 17, 2016.**  
To include an item in the agenda, e-mail to: [lantzsh10@gmail.com](mailto:lantzsh10@gmail.com) by August 5, 2016.

**South Bay Cities Council of Governments  
Infrastructure Working Group Meeting Notes – June 15, 2016**

**Attachment A**

**Attendees:** Vice Chair Stephanie Katsouleas (El Segundo); Gilbert Marquez (Carson); Alan Leung (Hawthorne); Prem Kumar & Tony Olmos (Manhattan Beach); Ken Rukavina (Palos Verdes Estates); Ted Semaan, Brad Lindahl, Didar Khandker, Wisam Altowaiji & Joyce Rooney (Redondo Beach); Rafael Molina & Jimmy Shih (Caltrans); Josie Gutierrez & Patrick Smith (LA County DPW); Danielle Valentino (Metro); Bill Stracker (SC Consulting); Alek Hovsepian & Dina Saleh (Iteris); Lan Saadatnejadi (LRS Program Delivery, Inc); Juanita Martinez (Nichols Consulting Engineers); Rudy Salo (Nixon Peabody, LLP); Steve Henderson (Parsons); Shannon Carmack (Rincon Consulting); Scott Dellinger & Kamran Saber (Tetra Tech); Jane Cataldo & Bret Hanson (Lynn Capouya, Inc.); Polly Ann Walton (Stantec); Larry Kosmont (Kosmont Companies); Steve Lantz & David Leger (SBCCOG).

Vice Chair Stephanie Katsouleas called the meeting to order at 12:07 pm.

- I. **Self-Introductions and Approval of May 18, 2016 Minutes** – Motion made by Wisam Altowaiji, seconded by Joyce Rooney, to APPROVE the minutes of May 18, 2016. Minutes approved as submitted.
- II. **Agency & Other Reports**
  - **SBCCOG** – Steve Lantz made the following announcements on behalf of Jacki Bacharach:
    - **South Bay Broadband Network** - Magellan Advisers will lead a 9-month study starting July 1 for a South Bay Broadband Network. They will be determining where gaps are in the system and what we need to do to get complete and high capacity broadband service in the South Bay.
    - **New IT Working Group** – The SBCCOG is creating a new South Bay IT Working Group. Steve Lantz encouraged cities to have their IT Staff get involved with this working group.. They will discuss several issues, including the broadband network study.
    - **Slow Speed Network** - Over the years, the SBCCOG has been working on slow speed vehicles such as Neighborhood Electric Vehicles, that don't fit on sidewalks or in vehicle travel lanes on streets with speeds over 25mph. A network of slow speed lanes and amenities is being developed in the South Bay by Metro. Wally Siembab is the SBCCOG's project manager on this project.
    - **Green Building Challenge** - 147 businesses are participating as of now, with a recognition ceremony taking place in the Fall.
    - **Tour of Long Beach Container Terminal**, the tour is scheduled for August 10<sup>th</sup>; if anybody is interested, let Jacki Bacharach know.
  - **South Bay Highway Program Administrative Changes** - Steve Lantz reintroduced David Leger to the group and added that he has asked David to take a more in depth approach to oversight of the SBHP projects. Mr. Lantz also announced that it is the time to start the 2017-18 Metro Budget Request process. David Leger will be reaching out to cities to set up meetings. This process must be completed by November in order to get the request to Metro by December.
  - **South Bay Traffic Forum, LA County DPW** – Patrick Smith distributed the South Bay Traffic Forum Status Report for June 2016. Mr. Smith announced the status of several Traffic Signal Synchronization Program (TSSP) Projects, including Lomita Blvd @ Vermont (construction began June 14); Crenshaw Blvd and Aviation Blvd (construction set to begin in July/August); design work has also began on several projects (Imperial Hwy and Avalon Blvd). More details can be found in the handout, located on the SBCCOG website at <http://www.southbaycities.org/committees/infrastructure/iwg-mtg-june-15-public>.
  - **Caltrans - Update:** Jimmy Shih announced that Caltrans held an ITS project workshop on June 8<sup>th</sup> with another workshop in the works for July. The consultant is collecting data for a report for the next meeting.
  - **L. A. Metro Updates**
    - **L.A. Metro Board** – Steve Lantz reported on behalf of Isidro Panuco. Mr. Lantz announced that the Metro Planning and Programming Committee will be receiving an information report on the poll results for the potential ballot measure at their meeting on June 16. They will also be discussing the 3% Active Transportation/First-Last Mile issue. Mr. Lantz also announced that the 2016-17 SBHP Metro Budget Request is on the Metro Board's June 23, 2016 consent calendar for approval. Danielle Valentino reported that the Airport Metro Connector project will have a public hearing, currently anticipated for July 13<sup>th</sup>. As soon as the NOA is filed (June 22<sup>nd</sup>), they will email the cities with details of the meeting.
    - **Metro TAC & Streets and Freeway Subcommittee** – Ted Semaan reported that there was a lot of discussion on the Call For Projects (CFP) process. Metro will be coming out to the subregions to discuss what they would like to see and how to breakout these funds. Mr. Semaan reported that per Federal regulations, Metro cannot directly fund to local agencies, but that funding may be able to be funneled through the subregions (SBCCOG), similar to the SBHP. Metro wants the cities to

come up with ideas for the CFP. At the next IWG meeting (July 20), this issue will be discussed. Steve Lantz asked the Transit representatives to attend the next meeting as well. Wisam Altowaiji updated the group on the Streets and Freeway Subcommittee. Mr. Altowaiji reported that there was discussion of the potential sales tax ballot measure, with much of the discussion around the desire to change the Local Return funding formula.

### III. **Measure R / Sales Tax Measure Updates**

#### – **Metro’s Sales Tax Measure: SBCCOG Concerns with Metro Staff Recommendation**

Steve Lantz passed out two handouts. The first handout contained the issues that have come up over the last month and how Metro Staff has responded to the concerns of the SBCCOG and Gateway COG. Metro has responded to the concerns to varying degrees, from incorporating some suggestions to ignoring others. This status report gives a background of the discussions that have been had. The second handout is a SBCCOG statement on the PBM, asking Metro to defer putting the measure on the November ballot. SBCCOG doesn’t think the measure is ready.

Mr. Lantz elaborated on the 3% local match requirement for rail projects going through cities. Metro has included a provision in the PBM that would force a city with a rail station in its jurisdiction to sign an agreement with Metro at the 30% Design stage to state what their 3% contribution is. If this agreement is not signed, under the current language, Metro can withhold 100% of a city’s Local Return funding from the new ballot measure until that 3% is contributed or for 15 years, whichever comes first.

A question was asked about Metro’s decision to not change the Local Return formula and why they decided to leave it solely based off population. Mr. Lantz answered that they essentially stated that they have always determined it based solely on population and were not inclined to change it to anything different.

- **SBHP Project Progress – Financial Risk Report** – Received and filed. Steve Lantz asked everyone to send reports to Metro and copy David Leger on the email.
- **Three-Month Look Ahead** (Attachment B) – Received and Filed. Steve Lantz told the group that in July, there will be another update/discussion on the Sales Tax Measure and the SBHP Implementation Plan Update Draft.

### IV. **SBHP Implementation Plan Update (Iteris)**

- Steve Lantz announced that due to the Metro Sales Tax Measure, work on the Implementation Plan (IP) update has been slowed down and that there will be no presentation today. As soon as the IP is updated, it will be sent to the agencies for their review. A cover memo will be included that contains the key changes.

### V. **Project Spotlight: Enhanced Infrastructure Financing Districts (EIFDs)**

Larry Kosmont, President & CEO of Kosmont Companies gave a presentation on Enhanced Infrastructure Financing Districts (EIFDs) that can be a tool for economic development in cities. EIFDs are strategic financing and funding tools with broad uses that were developed after the State ended redevelopment agencies. An EIFD may fund improvements using the property tax increment of whichever taxing agencies choose to participate (cities, counties, and special districts, but not schools). EIFDs are also authorized to combine tax-increment funding with other permitted funding sources. EIFDs are geared to sustainability, infrastructure, and energy efficiency as an end goal. Cities that form EIFDs enter into cooperative partnerships with public/private companies.

There are currently 17 EIFDs throughout California with many more in the works. EIFDs can fund a variety of projects, including infrastructures, affordable/mixed use housing, wastewater/groundwater projects, light/ high speed rail, parks, open space, and even childcare facilities.

For more details, the full presentation can be viewed on the SBCCOG website at:

<http://www.southbaycities.org/sites/default/files/infrastructure/PRESENTATION%20%20South%20Bay%20COG%20EIFD%20PP%20-%20Power%20of%20Partnerships%20-%2006-13-2016.pdf>

- ### VI. **Announcements & Adjournment** – Vice Chair Katsouleas adjourned the meeting at 1:17 pm until July 20, 2016 (public agency staff only meeting). To include an item on the agenda, please email Steve Lantz ([steve@southbaycities.org](mailto:steve@southbaycities.org)) by July 11, 2016.

# South Bay Cities Council of Governments

July 12, 2016

Attachment B

To: SBCCOG Infrastructure Working Group

From: Steve Lantz, SBCCOG Transportation Director

Subject: Status of South Bay Highway Program Metro Budget Request (MBR)

## Background

The Cooperative Agreement between the SBCCOG and Metro includes a schedule in which SBCCOG is expected to review project eligibility and submit the Metro Budget Request to Metro staff by November each year. Metro staff is supposed to obtain approval of the list by the Metro Board by March so that funding agreements can be in place by July 1, when the funds are available in the Metro budget. The process described in the Cooperative Agreement allows several months for project eligibility issues to be resolved by collaboration between Metro staff, SBCCOG staff and lead agency staff to modify project scopes or agree to remove projects that are determined to be ineligible from the request that is approved by the SBCCOG and Metro Boards.

The SBCCOG Board approved and submitted its FY2016-17 SBHP Metro Budget Request to Metro staff in November 2015. Metro Board of Directors approved a revised list of projects on June 23, 2016. However, Metro staff did not consult with either the lead agencies or SBCCOG prior to removing 8 projects from its Metro Board-approved recommendation. Four projects were removed because portions of the project limits were outside the 1-mile radius from a freeway or state highway. The other four projects were deferred by Metro staff to allow lead agencies to submit additional project benefit justification or to improve the specificity of the project descriptions. Lead agencies were informed of Metro staff changes after the Metro Board acted on June 23, 2016. SBCCOG staff was informed on July 8, 2016 upon inquiring what had happened.

Concerning specifically the issue of eligibility for South Bay Highway Program (SBHP) funding, projects must be located substantially within 1-mile of a freeway or state highway and must demonstrate that they will improve operations of those facilities by reducing vehicular delays on the freeway or state highway or improve safety in a manner that will reduce the risk of delay-causing incidents.

The projects that were denied or deferred include (with Metro staff notes):

1. Van Ness Ave (El Segundo Blvd. to Redondo Beach Blvd.) in **Gardena** - denied, includes scope outside SBHP boundaries
2. Crenshaw Blvd. (El Segundo Blvd to Redondo Beach Blvd.) in **Gardena** - denied, includes scope outside SBHP boundaries

3. Normandie Ave (El Segundo Blvd. to 177th St.) - in **Gardena** - denied, includes scope outside SBHP boundaries
4. Redondo Beach Blvd. (Crenshaw Ave. to Vermont Ave.) in **Gardena** - denied, includes scope outside SBHP boundaries
5. Widen Sepulveda Blvd. to provide 3 lanes in both directions in **Carson** – deferred, the limits are identical to the project we currently have funding for MR312.37. New scope was not clearly described.
6. 223 St. (from Lucerne Ave to Alameda St.) in **Carson** – deferred, the existing conditions/deficiencies were not described.
7. Wilmington Ave safety improvements in **L. A. County** unincorporated area - deferred, we need better scope definitions. How is this safety improvement going to reduce recurrent delay on the state highway system or within the project limits?
8. El Segundo Blvd. (from Hawthorne Blvd to Crenshaw Blvd.) in **Hawthorne** - deferred, the scope was too ambiguous.

#### Next Steps

SBCCOG staff will be meeting with Metro to discuss Metro’s lack of compliance with the cooperative agreement timelines. Since the SBCCOG submitted the projects in November per the agreement, there was ample time for Metro to review the project descriptions and boundaries before they took their board action in June 2016. SBCCOG will be recommending that the cooperative agreement be amended to more clearly require compliance and that this non-communication not happen again.

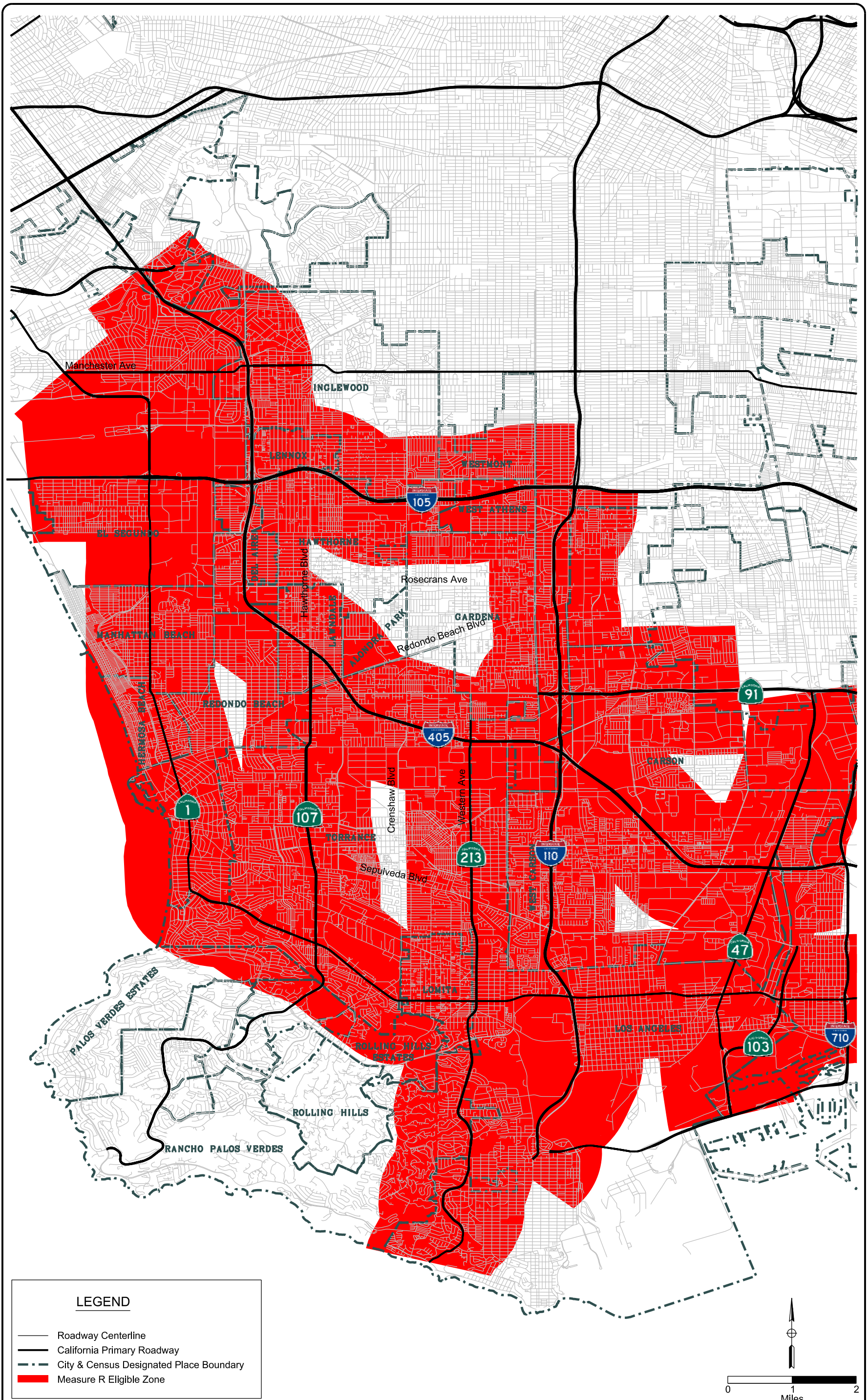
SBCCOG will also be working with those cities whose projects were deferred or denied to address Metro’s comments so that they can be re-submitted at the next opportunity should the city so desire.

Additionally, to prevent future confusion and improve the clarity of the Metro Budget Request eligibility policies and process:

1. SBCCOG staff and consultants have created an updated eligibility boundary map that will be included in the SBHPIP Update (see exhibit A).
2. Metro and SBCCOG staff will clarify what is considered “substantially within the eligibility boundaries”.
3. Metro staff will prepare a sample project description.
4. The Metro Budget Request process will also be modified in the SBHP IP to reflect agreed upon changes to the cooperative agreement concerning adequate feedback and resolution of eligible projects between the submittal of projects by the SBCCOG Board and Metro Board approval.

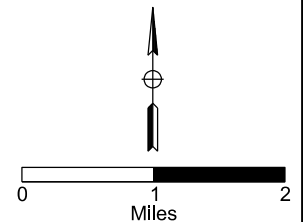
These actions have been discussed with the Steering Committee.





**LEGEND**

- Roadway Centerline
- California Primary Roadway
- - - City & Census Designated Place Boundary
- Measure R Eligible Zone









**Attachment C**

Updated: 7/12/2016

Based on L. A. Metro Budget Request, not FA

Yellow = latest monthly and/or quarterly report is late

Purple= FA funding within 1 year of expiration

Red= FA amendment in works

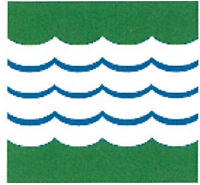
Project ID & Phases Funded by SBHP	FA Type	Alphabetical by Lead Agency	FA Executed (MTA sig)	SBHP Funding Increment(s) Available	Budget (Broken into FY)	FA Expires	Total SBHP Budget	Actual Expenditures Reimbursed As of 5/19/2016	% of SBHP Funds Reimbursed	Last Report Submitted	Milestone Notes
MR312.08 D, C	MTA FA	F48 - PCH at Palos Verdes Blvd intersection improvements	10/12/2011	7/1/2011 7/1/2012	\$50,000 \$270,000	6/30/2016 6/30/2017	\$320,000	\$49,607	16%	June 2016 Q3 15-16	On 6/30, Consultant submitted revised fact sheet/response on 3rd set of Caltrans comments. Once encroachment permit is obtained, project will go for construction bid/award. City to absorb impact of cost and delay by expediting bid/award process.
MR312.20 PD, D, R, C	MTA FA	<b>City of Redondo Beach</b> N58 - Aviation Blvd at Artesia Blvd intersection improvements	10/12/2011	7/1/2011	\$847,000	6/30/2016	\$847,000	\$33,628	4%	June 2016 Q3 15-16	D/ROW consultants working on appraisal. ROW acquisition process/negotiation started with property owner. Environmental Site Assessment submitted. <b>Amendment request approved by Board on 6/30 to request a 1yr FA extension conditioned on completion of design by 10/2016 and a project progress review at that time. Letter sent to Metro 7/1.</b>
MR312.42 PD, D, R, C	MTA FA	<b>City of Redondo Beach</b> N18 - Construction of SB right-turn lane at Inglewood Ave and Manhattan Beach Blvd	5/28/2015	7/1/2013 7/1/2014 7/1/2015	\$125,000 \$185,000 \$4,865,000	6/30/2018 6/30/2019 6/30/2020	\$5,175,000	\$17,521	0%	June 2016 Q3 15-16	RFP for design will be issued by end of 7/2016. Award design contract by 10/31/2016. Expecting shorter ROW/construction phases and overall project completion ahead of schedule
MR312.09	Pending SBCCOG Feas. Study	<b>City of Torrance</b> PCH from PV Blvd to Crenshaw Ave- preliminary design EIR and PS&E for operational improvements		7/1/2016	\$1,300,000		\$1,300,000				First funds available on 7/1/2016
MR312.10 PD, D, R, C	MTA FA	<b>City of Torrance</b> F51 - PCH at Hawthorne Blvd intersection improvements	3/15/2012	7/1/2011 7/1/2013 7/1/2014	\$1,300,000 \$300,000 \$18,000,000	6/30/2016 6/30/2018 6/30/2019	\$19,600,000	\$6,765,631	35%	June 2016 Q3 15-16	Consultant is reviewing/addressing Caltrans comments on the Hazardous Building Material Survey. City purchased property, escrow closed on 6/5. Civil designs are complete and Caltrans is considering design exceptions to permit narrower lanes/shoulders as needed. Site investigations delayed pending Caltrans approvals. Utility pole relocation planning underway. Construction expected to start in 2017 but cannot commence until City completes its Crenshaw Blvd rehab project.
MR312.23 PD, D, R, C	MTA FA	<b>City of Torrance</b> P4 - 465 N. Crenshaw- Torrance Park and Ride	4/18/2013	7/1/2011 7/1/2012 7/1/2013	\$1,000,000 \$10,500,000 \$6,600,000	6/30/2016 6/30/2017 6/30/2018	\$18,100,000	\$6,741,387	37%	May 2016 Q4 15-16	Grading and storm drain construction anticipated to finish in 8/2016. Opened RFP for construction support services for building phase, which will be constructed jointly with project MR312.60.
MR312.26 PD, D, R, C	MTA FA	<b>City of Torrance</b> B7B - I-405 at 182nd St /Crenshaw Blvd operational improvements	6/24/2014	7/1/2013 7/1/2014 7/1/2016	\$300,000 \$5,000,000 \$5,000,000	6/30/2018 6/30/2019 6/30/2021	\$15,300,000	\$139,557	1%	June 2016 Q3 15-16	Final payments disbursed for ROW and Escrow closed on 6/24/16. Environmental insurance purchased 6/30/16.
MR312.40 PD, D, R, C	MTA FA	<b>City of Torrance</b> F50 - Pacific Coast Highway at Vista Montana/Anza Ave intersection improvement	5/29/2014	7/1/2013	\$2,900,000	6/30/2018	\$2,900,000	\$278,616	10%	May 2016 Q3 15-16	90% PS&E under review. Construction to start June 2018.
MR312.58 C	MTA FA	<b>City of Torrance</b> 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	11/3/2014	7/1/2013	\$852,000	6/30/2018	\$852,000			June 2016 Q4 15-16	Bidder selected, recommendation to approve contract will be presented to the City Council on 7/19/16.
MR312.59 PD, D, C	MTA FA	<b>City of Torrance</b> PCH at Madison Ave- signal upgrades to provide left-turn phasing	10/23/2014	7/1/2014 7/1/2015	\$100,000 \$400,000	6/30/2019 6/30/2020	\$500,000	\$55,019	11%	May 2016 Q3 15-16	City has received Caltrans permit and is in the process of preparing the bid package.
MR312.60 PD, D, R, C	MTA FA	<b>City of Torrance</b> 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	4/2/2015	7/1/2015 7/1/2016	\$1,800,000 \$1,500,000	6/30/2020 6/30/2021	\$3,300,000	\$30,204	1%	May 2016 Q4 15-16	Design is 95% complete. Construction will be combined with the Torrance Transit Center project, both anticipated to begin Spring 2017. ROW efforts for Del Amo/Crenshaw intersection delayed due to refinery sale. Design on hold until ROW is secured and project traffic conditions are further analyzed following completion of Transit Center and Crenshaw/208th extension.
TBD	Pending SBCCOG Feas. Study	<b>City of Torrance</b> PCH/Hawthorne Park & Ride feasibility study		7/1/2015	\$150,000	6/30/2020	\$150,000				First funds are available on 7/1/15
TBD	Pending SBCCOG Feas. Study	<b>City of Torrance</b> 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		7/1/2016	\$300,000		\$300,000				First funds available on 7/1/2016
TBD	Pending MTA FA	<b>City of Torrance</b> Hawthorne Bl at: 182nd Street, Spencer Street, Emerald Street, and Lomita Blvd. PS&E for roadway widening to construct new northbound right turn lanes		7/1/2015	\$810,000 (\$70K was used for PSR 2015 CFP application)		\$810,000				First funds available on 7/1/2015
MR312.11 EA 07-29380	MTA FA	<b>Caltrans</b> F60 - ITS: I-405, I-110, I-105, SR-91 at freeways ramp/arterial signalized intersections - DCCM	4/30/2013	7/1/2011	\$5,000,000	6/30/2016	\$5,000,000	\$817,531	16%	April 2016	Contractor has been having staffing changes on the project that are negatively impacting the construction completion date. <b>Amendment request approved by Board on 6/30 to approve a 1yr funding agreement extension, but do not approve an increase in project budget at this time. Letter sent to Metro 7/1.</b>
MR312.24 EA 07-29370	MTA FA	<b>Caltrans</b> F38 - PAED (Phase 0) 405/110 Interchange to Torrance Blvd off-ramp, interchange improvements and construction of auxiliary lane	12/19/2013	7/1/2013	\$1,150,000	6/30/2018	\$1,150,000	\$839,363	73%		Enviro completed. Measure R already funded Phase 0 (PAED.) Project currently in Phases 1 & 2 (PS&E/ROW.) Measure R will resume funding when Phase 4 (Construction) begins in 2016.
MR312.25 EA 07-29360	MTA FA	<b>Caltrans</b> B7A - PAED I-405 at 182nd St./Crenshaw Boulevard	12/19/2013	7/1/2013	\$1,700,000	6/30/2018	\$1,700,000	\$1,571,943	92%	April 2016	Enviro completed.
MR312.29 EA 07-30990	MTA FA	<b>Caltrans</b> FN1 - ITS: PCH and parallel arterials from I-105 to I-110 connector	11/24/2014	7/1/2013 7/1/2014	\$7,000,000 \$2,000,000	6/30/2018 6/30/2019	\$9,000,000	\$84,459	1%	April 2016	Caltrans and Metro are having different understanding of scope of project. Project design at 60%, but on hold per Metro's request 4/20/16. Discussions ongoing to redefine scope of work, mainly to expand the traffic signal management upgrade to local cities in order to advance local system capacity to operate properly w/fwy management system. <b>Once consensus is made, existing FA will have to be revised and amended to support new requirements/scope.</b>
MR312.30	Pending SCAG I-405 Study	<b>Caltrans</b> I-1405 from I-110 to I-105 and I105 from I-405 to Crenshaw; corridor refinement studies		7/1/2012	\$700,000	6/30/2017	\$700,000				First funds available on 7/1/2012. FUNDING AGREEMENT NEEDED
MR.312.45	Pending MTA FA	<b>Caltrans</b> 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.		7/1/2018	\$1,000,000	6/30/2023	\$1,000,000				



**South Bay Measure R Highway Program**

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

July 2016	August 2016	September 2016
<p><b>11. Steering Committee</b></p> <ul style="list-style-type: none"> <li>• Metro Sales Tax Measure Update</li> </ul> <p>Risk report Metro Budget request status update</p> <p><b>20. IWG Agency Only Meeting</b></p> <ul style="list-style-type: none"> <li>• Review SBHP Project Progress / Deferral- Deobligation Risk Report</li> <li>• Metro Sales Tax Measure Update</li> <li>• Metro Budget Request Status Update</li> <li>• Metro Call for Projects options</li> <li>• Spotlight: Draft 2016 SBHP Implementation Plan Update</li> </ul> <p><b>28. L. A. Metro Board – no meeting</b></p> <p><b>28. SBCCOG Board</b></p> <ul style="list-style-type: none"> <li>• Metro Sales Tax Measure Update</li> </ul>	<p><b>8. Steering Committee</b></p> <ul style="list-style-type: none"> <li>• Metro Sales Tax Measure Update</li> </ul> <p><b>17. IWG Public Meeting</b></p> <ul style="list-style-type: none"> <li>• Review SBHP Project Progress / Deferral- Deobligation Risk Report Implementation Plan discussion and recommendation?</li> <li>• Metro Sales Tax Measure Update</li> <li>• Spotlight: : Metro ITS Field Inventory Resource Sharing Tool (ITS FIRST)</li> </ul> <p><b>25. L. A. Metro Board</b></p> <p><b>25. SBCCOG Board</b></p>	<p><b>12. Steering Committee</b></p> <ul style="list-style-type: none"> <li>• Consider Draft South Bay Highway Program Implementation Plan</li> </ul> <p><b>21. IWG Agency Only Meeting w SBHP Project Progress /</b></p> <ul style="list-style-type: none"> <li>• Deferral- Deobligation Risk Report</li> <li>• Metro Sales Tax Measure Update</li> <li>• Spotlight: To be determined</li> </ul> <p><b>22. L. A. Metro Board</b></p> <p><b>22. SBCCOG Board</b></p> <ul style="list-style-type: none"> <li>• Consider Draft South Bay Highway Program Implementation Plan</li> </ul>



**SOUTH BAY CITIES**  
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July 1, 2016

Honorable John Fasana, Chairman  
And Board of Directors  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA. 90012

**SUBJECT: SBCCOG Opposition to Metro's Proposed November 8, 2016 Ballot Measure**

Dear Chairman Fasana and Members of the Board of Directors:

At its meeting on June 30, 2016, the South Bay Cities Council of Governments Board of Directors voted to oppose Metro's proposed countywide transportation sales tax measure planned for the November 8, 2016 ballot. Although there was a recognition by many of the members present of the need for additional transportation funding, and some support was expressed for a future sales tax measure, nine Board members voted to oppose Metro's proposed measure, six members abstained because they wanted to consult with their other council colleagues, and not one vote was cast to support the measure as adopted by the Metro Board.

During the considerable discussion that preceded the vote, the following major concerns were expressed:

1. The 3% local contribution requirement for Metro's regional rail projects imposes an unfair burden on our cities when compounded with loss of tax revenue caused by removal of the property needed by Metro for stations from the public property tax rolls.
2. The Plan under-invests in the streets that carry nearly all trips, whether cars, trucks, buses, or bicycles. Local jurisdictions cannot wait until 2040 for Local Return to rise from 17% to 20% of Measure X revenue. Local streets are crumbling and new mandates like stormwater treatment improvements have increased the need to prioritize these investments at a time when federal and state gas tax allocations have dramatically declined.
3. Cities throughout the county have been requesting a new allocation formula for Measure X local return funds to make up for the solely population-based funding allocation formulas in the local return program of Proposition A, C and Measure R. With Measure X, it is time to address the needs of those cities that are bedroom communities at night but need a robust daytime infrastructure. For example, El Segundo is a city of approximately 13,000 people that has a daytime population of about 100,000. Also, cities such as Torrance generate much more sales tax than the average. Cities were asking for Metro to negotiate a new funding allocation formula for Measure X local return and that didn't happen.
4. Based on population, the South Bay share of regional projects in the Expenditure Plan should be more than 10.5%. However, the Expenditure Plan allocates less than 7% of its regional revenues for South Bay priorities.

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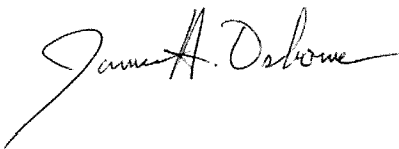
LOCAL GOVERNMENTS IN ACTION

Carson El Segundo Gardena Hawthorne Hermosa Beach Inglewood Lawndale Lomita  
Manhattan Beach Palos Verdes Estates Rancho Palos Verdes Redondo Beach Rolling Hills  
Rolling Hills Estates Torrance Los Angeles District #15 Los Angeles County

5. The Metro Board rejected a motion by Directors representing the South Bay and Gateway Cities to complete Measure R projects before initiating new projects.
6. The fact that Metro needs a cash infusion in order to meet its current commitments means that it is ill-advised to take on massive new commitments. Metro needs to get its house in order and then determine what they actually can commit to in the future. The SBCCOG Board cannot trust that the projects promised by this measure will be implemented – especially since we are not seeing the Measure R commitments fulfilled as promised.
7. The Expenditure Plan unfairly allocates more than 50% of the available regional major project funding to projects in the City of Los Angeles, including the yet-to-be-evaluated Sepulveda Pass Tunnel which has risen in cost from \$1 billion in the previous plan to \$9+ billion. The Metro Board compounded the sub-regional inequity at its June 23, 2016 meeting by approving an amendment that added yet another project in the City of Los Angeles - \$189 million for a new and undefined rail line with an unknown cost that will link the West San Fernando Valley to Cal State Northridge.
8. All South Bay highway projects are delayed until after 2040 setting up a Hobson's choice for our South Bay children and grandchildren who will need to decide whether they will increase Local Return to fix what remains of their crumbling streets or construct highway projects that are needed in the South Bay today that South Bay taxpayers will be paying for, but not able to use, for the next 30 years.
9. One of the most troubling elements of the Ordinance is the fact that the Metro Board can unilaterally change the Expenditure Plan every 10 years after merely consulting with an advisory committee that the Board appoints. There is no provision in the ordinance that requires approval by Metro's local partners to these decennial changes in priority.

The SBCCOG Board expressed their concern about the need for funding but this proposed ballot measure is not fair and equitable for all areas of the county. It mortgages the future without addressing our needs today. For these reasons, the SBCCOG will be opposing the proposed measure

Sincerely,



Jim Osborne, SBCCOG Chair  
Councilman, City of Lawndale

cc: Metro Board of Directors  
Phillip Washington, Metro CEO  
SBCCOG Board of Directors  
Jerry Brown, California Governor  
South Bay Members of the California Assembly  
South Bay Members of the California Senate  
South Bay Members of the U. S. Senate  
South Bay Members of the U. S. House of Representatives







Because the specific eligibility criteria of the SBHP limits funding to vehicular delay and safety improvements on a specified corridors, there is little ability to fund emerging transportation trends.

## Defining Project Components

Projects can be composed of eligible and ineligible components. The following summarizes the eligibility of the various project components:

1. **Core Project Elements** - Core Project elements must be on or within a mile of a South Bay state highway or freeway and reduce recurring or incident-related vehicle delays by improving the operation or safety of the facility. (Examples include traffic signal improvements, signing and striping, parking removal or reallocation, turn pockets, center medians, and auxiliary lanes on freeways and slow speed arterial lanes, bike lanes and sound walls).
2. **Enabling Elements** - Enabling elements are not eligible as a stand-alone project, but are necessary to enable the delivery of eligible Core Project elements. (Examples include: storm drain relocation, bus pad relocation, curb relocation, signal relocation, improvements that comply with ADA, and other applicable state and federal design standards).
3. **Ancillary Project Elements** - Ancillary project elements are enhancements to the core project not related to the reduction of vehicular delays. (Examples include: landscaping and signage). To be eligible these elements cannot increase vehicle delay. SBHP funding for ancillary elements is limited to 10 percent of the Core element SBHP funding share of the project budget.

## Matching Funds

Several strategies will be undertaken by the SBCCOG and its member agencies to use Measure R funds to leverage funding resources. If fully funded by the SBHP, the costs of the projects in the current program would absorb all SBHP funds through FY 2029. Therefore, while the SBHP is within its fiscal constraint, the SBHP projects programming represents a portion of the funding necessary to implement the projects. Furthermore, the total need for funding of SBHP projects over the course of the 30-year SBHP is double the forecasted revenue available in that same period.

As a policy, the SBCCOG will maximize the use of Measure R funds to leverage additional resources to fund the Program. In order to facilitate the leveraging of non-Measure R funding sources, the SBCCOG approved a cost sharing policy. The SBHP policy for the share of projects costs to be reimbursed for eligible core elements is as follows:

- Projects less than \$2 million - up to 100% reimbursed;
- Projects between \$2 million and \$8 million - SBHP funding share is limited to 80% of total project costs.



- Projects more than \$10 million –Program goal to limit SBHP share to 50%. An appeal process for a match greater than 50% is available. Requests for SBHP matching funds to exceed 80% of eligible project costs will not be considered.

Funds spent by a lead agency on project development of SBHP project (such as feasibility studies, PSRs and PSREs, are considered matching funds to SBHP funds). All SBHP funding commitments and match appeals will be presented to the SBCCOG Infrastructure Working Group and Steering Committee for review and recommendation to the SBCCOG Board of Directors. The appeal must include a presentation of the effect on the remainder of the program should the appeal be granted. Determination of the SBCCOG Board will be final.

### **SBHP Feasibility Studies Funding**

Starting in FY 2017, as part of the program’s focus on project delivery, project development activities such as Project Study Reports (PSRs) and Project Study Report Equivalents (PSREs) will no longer be funded through the SBHP. Lead agencies will be required to prepare projects for programming in the Metro Budget Request by scoping projects to the level necessary for the funding agreement with Metro. Project delivery activities such as design and environmental clearance will continue to be funded. Funds spent by a lead agency on project development of SBHP project (such as feasibility studies, PSRs and PSREs, are considered matching funds to SBHP funds).

### **Program Allocation Goals**

The SBCCOG supports a tiered program which allows small, mid-sized, and larger projects to compete for funding in an equitable fashion. In terms of program fund commitments to date, five percent of funds were committed to projects costing \$2 million or below, twenty percent of funds were committed to projects costing between \$2 million and \$10 million, and seventy-five percent of funds were committed to project costing over \$10 million. These levels are expected to be good indicators of the future mix of project commitments and are a guide to assist in future budget requests to ensure projects of different costs are being addressed by the program.

The following funding target goals were identified with respect to percentage of total SBHP available funding. These targets are based on the program commitments during the first five years of the SBHP:

- Projects less than \$2 million: 5%
- Projects between \$2 million and \$8 million: 20%
- Projects more than \$10 million: 75%

### **Quarterly Cash Flow**

The SBHP will be programmed on a quarterly cash flow basis. Lead agencies develop and submit quarterly cost estimated for their proposed project during the Metro Budget Request Process.





## **Metro Budget Request**

Funding Requests need to describe:

- The project scope, physical limits, and costs of Core, Enabling, and Ancillary elements;
- A quarterly projection of SBHP cash flow reimbursements for the complete project (including eligible, enabling, and ancillary elements);
- Sources, amounts, and quarterly schedule of committed non-Measure R SBHP funding; and
- A commitment by the lead agency governing authority to implement the SBHP-eligible elements regardless of the non-Measure R funded elements on a schedule estimated by quarter.

Prior to the initiation of any SBHP project development study (e.g.: PAED, design, right of way or construction activity funded by the Measure R SBHP program funds) Metro's Highway Department must concur with the scope of the study.

## **Corridor-Based Performance Metrics**

The SBHP corridor improvement planning process reviews the performance of the South Bay transportation system to identify potential projects and prioritize candidate projects. During the SBHP Programming phase, candidate Projects are assessed for their regional significance and readiness. Performance metrics for SBHP projects are simplified to specifically assess the operational benefit of each project on the State Highway System and its potential to improve safety.

In order to provide guidance on the best use of SBHP funds, the SBCCOG produced the South Bay Cities Arterial Performance Measurement Baseline Conditions Analysis Final Report (August 2015) which summarizes the results of the South Bay arterial performance baseline conditions analysis. The Baseline study uses performance measures to provide an assessment of the productivity, mobility, and reliability metrics of each arterial corridor. The baseline conditions identified are used to measure the impact of projects as new SBHP projects are being prioritized and constructed.

## **Program Acceleration**

As Metro manages the overall Measure R program on a cash flow basis, highway subregional funds will be distributed based on overall Measure R cash flow in the Short Range Transportation Program (SRTP) and/or updated Long Range Transportation Plan.

Metro will consider advancement of funds only if the subregion owning the project has spent 60% of its most recent Board-approved programmed or allocated capacity at the time the advancement of funds are requested. If the subregion has spent below 60% of its Measure R funds allocations, it may reprogram funds



within its current allocation for projects that require additional funding based on the urgency of the project and the project sponsor's ability to deliver the project.