# 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	Meetings Open to the Public
July 20	August 17
September 21	October 19
November 16	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: <a href="DavidL@southbaycities.org">DavidL@southbaycities.org</a>

## 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: <a href="mailto:lantzsh10@gmail.com">lantzsh10@gmail.com</a> by August 5, 2016.

#### Attachment A

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

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.

 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 <a href="http://www.southbaycities.org/committees/infrastructure/iwg-mtg-june-15-public">http://www.southbaycities.org/committees/infrastructure/iwg-mtg-june-15-public</a>.
- **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: <a href="http://www.southbaycities.org/sites/default/files/infrastructure/PRESENTATION%20%20South%20Bay%20COG%20EIFD%20PP">http://www.southbaycities.org/sites/default/files/infrastructure/PRESENTATION%20%20South%20Bay%20COG%20EIFD%20PP">http://www.southbaycities.org/sites/default/files/infrastructure/PRESENTATION%20%20South%20Bay%20COG%20EIFD%20PP">http://www.southbaycities.org/sites/default/files/infrastructure/PRESENTATION%20%20South%20Bay%20COG%20EIFD%20PP">http://www.southbaycities.org/sites/default/files/infrastructure/PRESENTATION%20%20South%20Bay%20COG%20EIFD%20PP">http://www.southbaycities.org/sites/default/files/infrastructure/PRESENTATION%20%20South%20Bay%20COG%20EIFD%20PP">http://www.southbaycities.org/sites/default/files/infrastructure/PRESENTATION%20%20South%20Bay%20COG%20EIFD%20PP">http://www.southbaycities.org/sites/default/files/infrastructure/PRESENTATION%20%20South%20Bay%20COG%20EIFD%20PP">http://www.southbaycities.org/sites/default/files/infrastructure/PRESENTATION%20%20South%20Bay%20COG%20EIFD%20PP">http://www.southbaycities.org/sites/default/files/infrastructure/PRESENTATION%20%20South%20Bay%20COG%20EIFD%20PP">http://www.southbaycities.org/sites/default/files/infrastructure/PRESENTATION%20%20South%20Bay%20COG%20EIFD%20PP">http://www.southbaycities.org/sites/default/files/infrastructure/PRESENTATION%20%20South%20Bay%20COG%20EIFD%20PP">http://www.southbaycities.org/sites/default/files/infrastructure/PRESENTATION%20%20South%20Bay%20COG%20EIFD%20PP">http://www.southbaycities.org/sites/default/files/infrastructure/PRESENTATION%20%20South%20Bay%20COG%20EIFD%20PP">http://www.southbaycities.org/sites/default/files/infrastructure/PRESENTATION%20%20South%20Bay%20COG%20EIFD%20PP">http://www.southbaycities/default/files/infrastructure/PRESENTATION%20Baycities/default/files/infrastructure/PRESENTATION%20Baycities/default/files/infrastructure/PRESENTATION%20Baycities/default/files/infrastructure/PRESENTATION%20Baycities/defau

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 (<u>steve@southbaycities.org</u>) 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

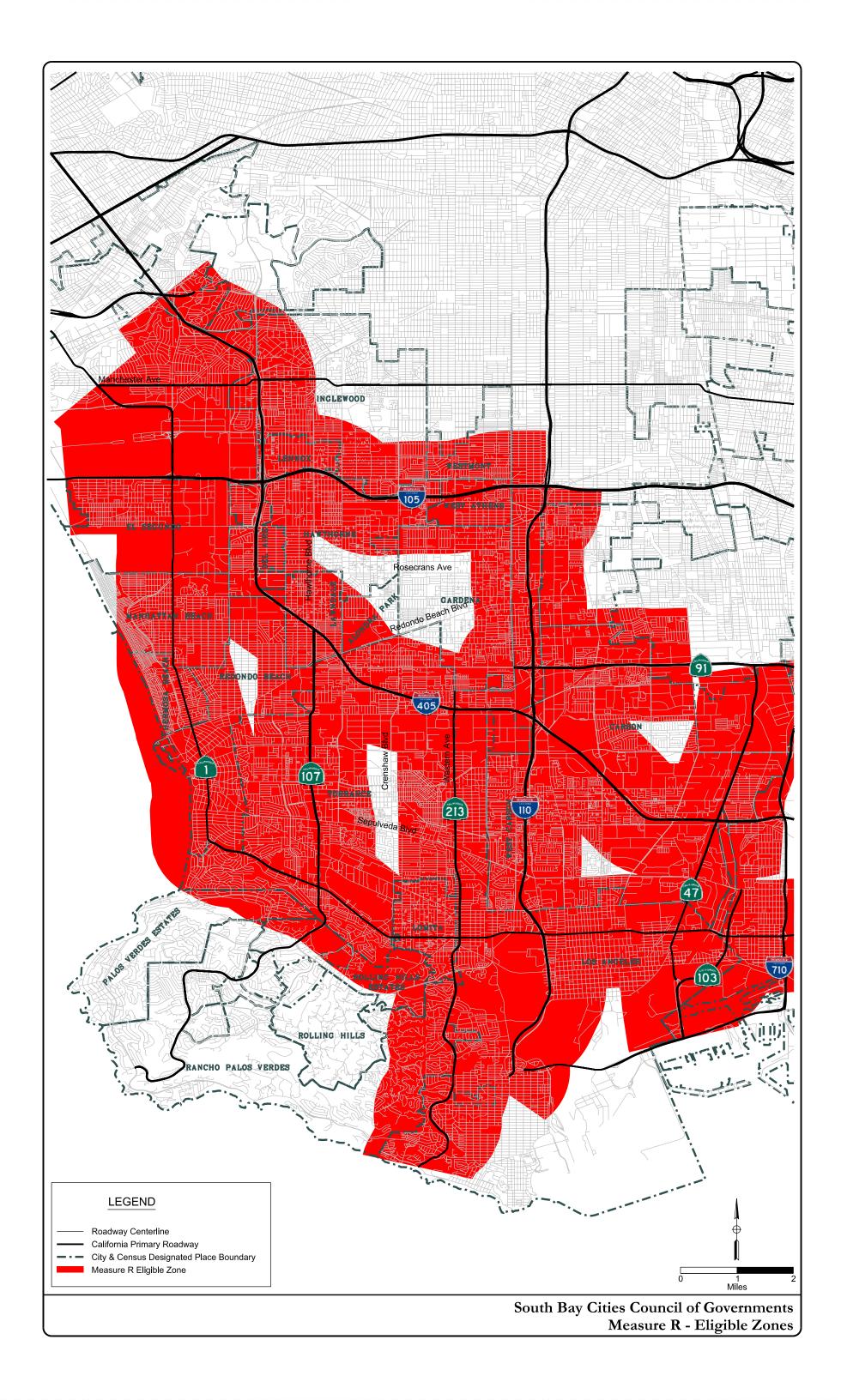
SBCCOG staff will be meeting with Metro to discuss Metro's lack of compliance with the cooperative agreement timelines. Since the SBCCOG submitted the projects in November per the agreement, there was ample time for Metro to review the project descriptions and boundaries before they took their board 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.

<u>Additionally</u>, 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.



						Attachme	ent C					
Updated: 7/1	2/2016		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		
Project ID &	Ι			CDUD 5 All A	P. dest	1			ov stepup		Red= FA amendment in works	
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	
MR312.37C	MTA FA	City of Carson  N34 - Sepulveda Boulevard widening from Alameda Street to ICTF Driveway	9/7/2012	7/1/2012	\$1,158,000	6/30/2017	\$1,158,000			May 2016 Q3 15-16	Expand scope of work to obtain verious permits. Need to re-validate the PES form approved in 2005. PS&E can't go for bid until obtain Caltrans permit. Amendment may be needed.	
TO 2014-1		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	6/1/2014	6/1/2014	\$150,000	12/31/2015	\$150,000			Q3 15-16	Consultant made significant progress with designing Aviation Blvd. City revised plans for review by consultant.	
MR312.57 PD	МТА ҒА	N55 - Park Place from Nash St to Allied Way- Roadway extension and railroad grade separation	1/6/2015	7/1/2014	\$350,000	6/30/2019	\$350,000			May 2016 Q3 15-16	Consultant still preparing necessary docs needed to revise PES form and anticipate sending that to Caltrans in 7/2016. City is still waiting on cost estimate for additional alternatives. Addition of alternatives to CEQA/NEPA process will delay project by estimated 3 months. Final completion expected spring 2017.	
MR312.17 PD, D, C	МТА ҒА	City of Gardena  N42-Rosecrans Ave Arterial Improvements From Vermont Ave to Crenshaw Blvd. Work complete (awaiting close out of project file)	9/21/2014	7/1/2011 7/1/2012 7/1/2013	\$300,000 \$317,000 \$4,523,000	6/30/2016 6/30/2017 6/30/2018	\$5,140,000	\$4,734,998	92%	June 2016 Q3 15-16	Construction completed. Final reimbursement request being prepared and will go to Metro soon.	
MR312.33 PD, D, R, C	MTA FA	Multiple intersection improvements (traffic lanes added) at Aviation BI / Marine Ave	10/25/2012	7/1/2013 7/1/2015	\$600,000 \$3,000,000	6/30/2018 6/30/2020	\$3,600,000	\$819,166	23%	June 2016 Q3 15-16	City Council will be voting on 7/12 to award contract.	
MR.312.47	Pending MTA FA	City of Hawthorne Prairie Ave from 118th St to Marine Ave- Signal Improvements		7/1/2017 7/1/2018	\$618,000 \$619,000	6/30/2022 6/30/2023	\$1,237,000				First funds available on 7/1/17	
MR312.05 PD, D, R, C	MTA FA	F45 - PCH (SR-1/PCH) improvements between Anita St and Artesia Blvd  City of Inglewood	5/16/2012	7/1/2011	\$304,000	6/30/2016	\$304,000	\$91,410	30%	May 2016 Q3 15-16	Request from Caltrans to meet for subsequent changes in scope, cost, and schedule. Amendment request approved by Board on 6/30 to approve a 1yr extension conditioned on compeltion of design within 6mos with a review of project progress in 10/2016. Letter sent to Metro on 7/1.	
MR312.12 PD, D, C	МТА ҒА	N6 - Citywide Phase IV	3/15/2012	7/1/2011 7/1/2012	\$300,000 \$3,200,000	6/30/2016 6/30/2017	\$3,500,000	\$16,532	0%	May 2016 Q3 15-16	Proposal for design received 8/2014. Awarded project 4/2015. NTP issued 6/2015. Predesign meeting with consultant 6/2015. Currently 87% completed. New PM. Amendment request approved by Board on 6/30 to approve a 1yr extension of FY15-16 funding; defer review of FY 16-17 funding request until 10/2016. Letter sent to Metro 7/1.	
MR312.50	Pending MTA FA	City of Inglewood  Phase V- Communication gap closure on various locations, TS upgrade and arterial detection  City of Lawndale		7/1/2017 7/1/2018	\$192,000 \$192,000	6/30/2022 6/30/2023	\$384,000				First funds available on 7/1/17  Modeling traffic study in progress. CFP Extension item	
MR312.15 PD, D, R, C	МТА ҒА	N22 - Inglewood Ave from 156th St to I-405 SB on ramp improvements	1/11/2012	7/1/2011 7/1/2012	\$100,000 \$400,000	6/30/2016 6/30/2017	\$500,000	\$38,390	8%	June 2016 Q3 15-16	postponed by Metro until 8/2016. After that, City will make presentation to School Board to formalize required ROW acquisition, expected to take place 10/2016. Request approved by Board to defer project, but not deobligate yet. Determine whether SBHP funds can be deobligated and review project progress in 10/2016. Lette sent to Metro 7/1.	
MR312.36 PD, D, R, C	MTA FA	City of Lawndale  N25 - Traffic Signal Improvements Citywide	8/8/2013	7/1/2012 7/1/2014	\$150,000 \$1,350,000	6/30/2017 6/30/2019	\$1,500,000	\$569,894	38%	June 2016 Q3 15-16	Project is 100% complete. Final invoice will be submitted	
TBD	Pending MTA FA	City of Lawndale  Redondo Beach Blvd- restriping at 4 intersections, 4 signals (new & mod), signal synch, off-ramp widening, class II bike lanes, new medians, improve access ramps and pavement		7/1/2018 7/1/2019	\$519,632 \$519,632	6/30/2023 6/30/2024	\$1,039,462				in the next quarterly report.  Funds first available on 7/1/18	
MR312.43 PD, D,C	MTA FA	City of Lomita  F53 - Intersection Improvements at Western/PV Dr & PCH/Walnut	4/30/2013	7/1/2013 7/1/2014	\$90,000 \$810,000	6/30/2018 6/30/2019	\$900,000	\$74,852	8%	June 2016 Q3 15-16	Caltrans commented on 100% PSE 3rd review. Construction delayed due to Caltrans approval. Consultant has incorporated 3rd review comments and has submitted for final review. City expects encroachment permit to be issued after approval of 3rd submittal.	
SBHP TO 2015-1	SBCCOG Feas. Study	Connector	3/4/2015	7/1/2013	\$1,000,000	6/30/2019	\$1,000,000			Q3 15-16	Consultant agreement approved 11/2015. Expect to begin work 5/2016. Approved PSR to be completed by 12/2016.	
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		7/1/2016 7/1/2017 7/1/2018	\$310,000 \$280,0003 \$1,708,000	6/30/2021 6/30/2022 6/30/2023	\$2,298,000				Funds first available on 7/1/16	
MR312.56 PD	MTA FA	City of Los Angeles N31 - Review of Feas. Study on Del Amo Blvd from Western Ave to Vermont	7/2/2014	7/1/2013	\$100,000	6/30/2018	\$100,000	\$3,278	3%	Dec 2015 Q2 15-16	New comments have been submitted to consultant.  Contaminated land acquisition requirements are unknown. Schedule dependent on County work.	
MR312.16 PD	MTA FA	N32 - Del Amo Boulevard from Normandie Boulevard to Vermont Ave	1/31/2014	7/1/2012 7/1/2013	\$1,000,000 \$900,000	6/30/2017 6/30/2018	\$1,900,000	\$269,227	14%	April 2016 Q3 15-16	Final review of PSR. Meeting being scheduled w/City of LAre: contaminated properties. Staff coordinated w/Counse and Consultant (RBF) for comments regarding aquisition of contaminated properties.	
MR312.52	Pending MTA FA	Various South Bay limits- 2013 CFP South Bay Forum systemwide operational improvements, coordination and timing, and ITS improvements		7/1/2019 7/1/2020 7/1/2021 7/1/2022	\$100,000 \$240,000 \$500,000 \$180,681	6/30/2024 6/30/2025 6/30/2026 6/30/2027	\$1,021,000				First funds available on 7/1/2019	
MR312.04 C	MTA FA	City of Manhattan Beach F42 - Sepulveda Blvd at Marine Ave (WB Left	12/30/2011	7/1/2011 7/1/2014	\$235,000 \$130,000	6/30/2016 6/30/2019	\$365,000	\$346,469	95%			
MR312.28 PD, R, C	MTA FA	Turn Lane)  City of Manhattan Beach  F41- Seismic retrofit of Sepulveda Blvd bridge 53-62	10/31/2014	7/1/2013 7/1/2014	\$4,550,000 \$4,550,000	6/30/2018 6/30/2019	\$9,100,000			June 2016 Q3 15-16	100% plans under review. ROW negotiations required for widening continues. Expect to completed ROW certification in 8/2016. Construction to begin fall 2016.	
MR312.34 PD, D, R, C	MTA FA	City of Manhattan Beach  Construct SB right-turn lane on Aviation at Artersia	8/17/2015	7/1/2015	\$1,500,000	6/30/2020	\$1,500,000			June 2016 Q4 15-16	Contact made with Redondo Beach in order to coordinate projects within the same intersection. Goal of having the two projects in construction at same time. RFP for design to be sent out in 7/2016.	
MR.312.35 PD, D, R, C	MTA FA	F43 - Sepulveda Blvd at Manhattan Beach Blvd intersection improvement	1/30/2015	7/1/2015	\$980,000	6/30/2020	\$980,000			June 2016 Q4 15-16	Property owner has not been located in order to purchase ROW. Current design start time estimated for 10/2016.	
MR312.06 D, R, C	МТА ҒА	City of Redondo Beach  F46 - PCH arterial improvements from Anita St to Palos Verdes Blvd	10/12/2011	7/1/2011	\$1,400,000	6/30/2016	\$1,400,000	\$11,136	1%	June 2016 Q3 15-16	City selected Phase 1 design consultant and is negotiating contract with successful bidder. Design contract to be awarded by 7/31. Amendment request approved by Board on 6/30 to approve 1yr FA extension for Phase 1 conditioned on completion of Phase 1 design by 3/2017; Defer approval of Phase 2 schedule until project progress can be confirmed in 3/2017. Letter sent to Metro 7/1.	
MR312.07 D, C	MTA FA	City of Redondo Beach  F47 - PCH at Torrance Blvd intersection improvements	10/12/2011	7/1/2011 7/1/2012	\$58,500 \$526,500	6/30/2016 6/30/2017	\$585,000	\$73,172	13%	June 2016 Q3 15-16	City met with Caltrans and received detailed explanation re:encroachment permit comments. Consultant preparing the response and will be done in 2 weeks. City is also working with CVS Legal Dept on additional easement dedication. Once encroachment permit is obtained, no further delay is expected. City will expedite	
		City of Redondo Beach									construction to make up some of the delays.	

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

				T		_					Red= FA amendment in works
Project ID & Phases Funded by SBHP	<b>FA Type</b>	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	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		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 aquisition process/negotiation started with property owner. Environmental Site Assessment submitted. 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.
MR312.42 PD, D, R, C		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%		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	Leas Study	City of Torrance 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		City of Torrance  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	МТА ҒА	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%		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		City of Torrance B7B - I-405 at 182nd St /Crenshaw Blvd operational improvements City of Torrance	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%		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	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	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	11/3/2014	7/1/2013	\$852,000	6/30/2018	\$852,000				Bidder selected, reccomendation to approve contract will be presented to the City Council on 7/19/16.
MR312.59 PD, D, C	MTA FA	City of Torrance 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%		City has received Caltrans permit and is in the process of preparing the bid package.
MR312.60 PD, D, R, C	MTA FA	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	SBCCOG	City of Torrance PCH/Hawthorne Park & Ride feasability study		7/1/2015	\$150,000	6/30/2020	\$150,000				First funds are available on 7/1/15
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		7/1/2016	\$300,000		\$300,000				First funds available on 7/1/2016
TBD	Pending MTA FA	City of Torrance  Hawthorne Bl at: 182nd Street, Spencer Street, Emerald Street, and Lomita Blvd. PS&E for raodway 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	F60 - ITS: I-405, I-110, I-105, SR-91 at freeways ramp/arterial signalized intersections - <b>DCCM</b>	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. 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.
MR312.24 EA 07-29370		Caltrans 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	Caltrans 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	Enivro completed.
MR312.29 EA 07-30990	MTA FA	EN1 - ITS: DCH and parallel arterials from L 105	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 rto expand the traffic signal management upfrade to local cities in order to advance local suystem capacity to operate properly w/fwy management system. Once consensus is made, existing FA will have to be revised and amended to support new
		FN1 - ITS: PCH and parallel arterials from I-105 to I-110 connector  Caltrans									requirements/scope.
MR312.30	Pending SCAG I-405 Study	I-1405 from I-110 to I-105 and I105 from I-405 to Crenshaw; corridor refinement studies  Caltrans  PAED/Implement an Integrated Corridor  Management System along the SR -110		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	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
11. Steering Committee	8. Steering Committee	12. Steering Committee
Metro Sales Tax Measure Update	Metro Sales Tax Measure Update	Consider Draft South Bay Highway     Program Implementation Plan
Risk report		
Metro Budget request status update	17. IWG Public Meeting	21. IWG Agency Only Meeting
	Review SBHP Project Progress /	w SBHP Project Progress /
20. IWG Agency Only Meeting	Deferral- Deobligation Risk Report	Deferral- Deobligation Risk Report
<ul> <li>Review SBHP Project Progress / Deferral- Deobligation Risk Report</li> </ul>	Implementation Plan discussion and recommendation?	Metro Sales Tax Measure Update
Deferral- Deobligation Nisk Neport	Metro Sales Tax Measure Update	Metro Sales Tax Measure Update
Metro Sales Tax Measure Update	c. o saics tax measure opaute	Spotlight: To be determined
·	Spotlight: : Metro ITS Field	
<ul> <li>Metro Budget Request Status Update</li> </ul>	Inventory Resource Sharing Tool	22. L. A. Metro Board
	(ITS FIRST)	22 52222
Metro Call for Projects options		22. SBCCOG Board
<ul> <li>Spotlight: Draft 2016 SBHP</li> </ul>	25. L. A. Metro Board	Consider Draft South Bay     Highway Program Implementation
' "	25. SBCCOG Board	Plan
Implementation Plan Update	25. SBCCOG BOATG	gram Implementation Plan
28. L. A. Metro Board – no meeting		
28. SBCCOG Board		
<ul> <li>Metro Sales Tax Measure Update</li> </ul>		
·		



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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.

- 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 illadvised 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



### Memorandum

**To:** Steve Lantz, SBCCOG **From:** Iteris, Inc.

**Date:** July 7, 2016 **Job Number:** 17J14-17FO

**Re:** SBHP Implementation Plan Update (2016) Policy Updates

Note: You can view the Draft SBHP IP update online at

http://southbaycities.org/committees/infrastructure/iwg-mtg-july-20-agencies under "attachments".

The following is a listing of the policy updates included in the SBHP Implementation Plan Update (2016).

#### **Project Eligibility**

Eligible projects which can receive Measure R funds under the current Metro Board-adopted guidelines are:

"Operational improvements on State highways and primary local roadways (principal arterials, minor arterials, and key collector roads) within one-mile of a State highway to reduce recurring congestion and enhance mobility and safety—excluding major capacity enhancement projects."

These projects include, local interchange modifications, ramp modifications, freeway auxiliary lanes, sight distance improvements for improved safety and reduction of accidents resulting from roadway geometrics deficiencies, intersection operational improvements, new two-way left-turn lanes, intersection and street widening, traffic signal upgrades, traffic signal timing improvements and synchronization to improve mobility on priority streets, traffic surveillance, channelization, turnouts, shoulder widening/improvements contributing to roadway operational improvements, safety improvements to reduce incidents and incident-related delays, soundwalls along the freeways meeting Caltrans noise abatement criteria, bicycle lanes as added mobility enhancement without compromising the current operation and capacity of the roadway, construction of new or capacity enhancements to existing park and ride facilities, and other projects deemed qualified by Metro.

At its August 27, 2015 meeting, the SBCCOG Board authorized a letter to be sent to the Metro Board that requested clarification of Metro's policy regarding the eligibility of Complete Street elements to be funded using Measure R SBHP funds. Metro staff sent a response letter on September 29, 2015 signed by Phillip Washington, Metro's Chief Executive Officer, that reiterated SBHP funding must be used specifically to reduce vehicular delay and that Complete Streets elements that do not reduce vehicular delay are not an eligible use of SBHP funding. The Metro letter was also distributed and Metro's staff position was discussed at Metro's September 30, 2015 Highway Advisory Committee meeting. SBCCOG staff is relying on this written Metro staff guidance to identify projects eligible for inclusion in the Metro Budget Request.



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:

- 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).
- 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.