



AGENDA

Measure R South Bay Highway Program Oversight Committee

Wednesday, March 5, 2014, 3:00 P.M. – 4:30 P.M.

SBCCOG Office, 20285 WESTERN AVE. #100, TORRANCE, CA 90501

- 3:00 p.m. I. **CALL TO ORDER / Introductions**
- 3:01 p.m. II. **REPORT OF POSTING OF THE AGENDA – Receive & File**
- 3:02 p.m. III. **ANNOUNCEMENTS OF ANY CHANGES TO THE AGENDA – Receive & File**
- 3:03 p.m. IV. **PUBLIC COMMENT**
- 3:04 p.m. V. **CONSENT CALENDAR**
 - A. Meeting Minutes for January 8, 2013 Measure R Oversight Committee (Attachment A) Approve
- 3:05 p.m. VI. **SBHP ADMINISTRATIVE AND SUPPORT COST POLICY (Attachment B) – Approve**
- 3:15 p.m. VII. **Transition and Simplification SBHP Project Monitoring & Reporting - (Attachment C) – Approve**
- 3:20 p.m. VIII. **Hawthorne Blvd. Cost Increase- Request for Additional Funds- (Attachment D) - Arnold Shadbehr**
- 3:30 p.m. IX. **METRO UPDATES – Metro staff**
 - A. South Bay Mobility Matrix - Next Steps for potential Metro sales tax – Receive & file
 - B. SBCCOG/Metro I-405 – I-105 Operational Improvements Study (I-110 to LAX) Update – Receive & file
- 3:40 p.m. X. **Project Spotlight –Caltrans Corridor Management Studies – Receive & file – Yunus Ghausi (Attachment E)**
- 3:55 p.m. XI. **SBHP PROJECT STATUS – Steve Lantz**
 - A. SBHP March 2014 Project Progress Report (Attachment F) – Receive & file
 - B. Status of SBHP Bench Contracts / Task Orders – Receive & file
 - C. Risk Report – (Attachment G) - Receive & file
 - D. SBHP Quarterly Report – (Attachment H) – Receive and file
 - E. 4 At-Risk Project Reviews in Redondo Beach– John Mate
- 4:20 p.m. XII. **3-MONTH LOOK AHEAD (Attachment I) – Receive & file**
- 4:25 p.m. XIII. **SBHP IMPLEMENTATION UPDATE CALENDAR (Attachment J) – Receive & file**
- 4:30 p.m. XIV. **ADJOURN TO NEXT MEASURE R SBHP OVERSIGHT COMMITTEE MEETING – April 2, 2014, 3:00 p.m.**

*** The new date and time for the regular Measure R Oversight Committee is the first Wednesday of the month at 3:00 p.m.**

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**Measure R South Bay Highway
Program Oversight Committee Meeting Notes-
January 8, 2014**

Attendees: Jim Goodhart (Chair, PVE); Jim Dear (Carson); Dan Medina (Gardena); Tom Brewer (Torrance); Stephanie Katsouleas (El Segundo); Rob Beste (Torrance); Tony Olmos (Manhattan Beach); Ken Husting (LADOT); Lance Grindle & Mario Rodriguez (LA County DPW); Yunus Ghausi & Sameer Hadaddeen (Caltrans); Lan Saadatnejadi (MTA); Jacki Bacharach & Jenn Alderete (SBCCOG); Steve Lantz (SBCCOG transportation consultant); Percy Pinkney (Senator Feinstein); Beth George (Converse Consulting) Alek Hovespian (Iteris); Sherif Morcos (Morcos Group); Claudette Moody & Annie Dear (Parsons Brinckerhoff); Ty Carter (Siemens)

- I. **CALL TO ORDER / Introductions-** Chair Goodhart began the meeting at 3:07 pm.
- II. **REPORT OF POSTING OF THE AGENDA** – Received and filed
- III. **ANNOUNCEMENTS OF ANY CHANGES TO THE AGENDA** – None
- IV. **PUBLIC COMMENT** - None
- V. **CONSENT CALENDAR-** Motion to **APPROVE** Consent Calendar made by Mayor Dear, seconded by Councilman Brewer.
 - A. **Minutes of the November 6, 2013 meeting** (Attachment A) – **Approved**
 - B. **FY 2014-2020 Metro Measure R SBHP Funding Request Amendment** (Attachment B) – **Approved**

SBHP ADMINISTRATIVE AND SUPPORT COST POLICY (Attachment C) – Steve Lantz stated that this item would not go to the SBCCOG Board until March. Chair Goodhart asked for clarification on “nothing to exceed 10%.” Mr. Lantz clarified that each city must recognize that spending beyond 10% is the responsibility of the city to pay. Chair Goodhart asked how the amount of \$500,000 was decided upon. (for projects that cost below \$500,000, the Committee recommends that city staff not be reimbursed for their time on Measure R projects, and the city will have to absorb those costs.) Lan Saadatnejadi stated that within Metro, there is not a specific definition of large and small projects and Metro is comfortable with a 10% cap. This draft recommendation will be presented to the SBCCOG’s Infrastructure Working Group.

- VI. **METRO UPDATES – Metro staff**
 - A. **Next Steps for potential Metro sales tax** – Received and filed
Ms. Saadatnejadi stated that Metro is looking at a new sales tax potentially for November 2016.
 - B. **SCAG I-405 Master Plan (OC to North SFV)** – Received and filed
Ms. Saadatnejadi stated that SCAG is working on a procurement proposal to improve the I-405 corridor between the I-105 and I-5 in Santa Clarita; SCAG will be looking at the larger picture, with Metro and OCTA’s involvement; a draft scope is being vetted. SCAG intends to carry out comprehensive stakeholder outreach, including to the SBCCOG. The Scope of Work may be ready in the next few months. The SBCCOG will receive items for review from SCAG.
 - C. **SBCCOG/Metro I-405 – I-105 Operational Improvements Plan (I-110 to LAX)** – Received and filed
This is part of the work being done under the South Bay Highway Plan. Steve Lantz has been working on a task order with Metro to address this. He requested from Metro a hard date on which this will move forward.

Ms. Saadatnejadi also expressed Metro’s concern that Metro is not using the Measure R Highway funds quickly enough. Because the money is not being drawn down, Metro is concerned that it will be difficult to ask taxpayers to support a new sales tax.. Rob Beste clarified that the public perception issue is not actually negative, and that the Council Members should be concerned that Metro will want

to take the money. Chair Goodhart stated that Metro should be giving information to all of the member cities concerning timely use of funds and a possible new sales tax. Besteand Mr. Lantz noted that the projects under our program that have started have been completed on schedule, regardless of how much money is left to be drawn down. Mr. Lantz reiterated how important these meetings are, because Metro would like to make use of the unused money, until the SBHP needs it and we need to remind them that the money is not available. The concern is thatonce those funds are used, the money will not be given back to the South Bay.

VIII. Project Spotlight – Del Amo Blvd. Feasibility Study – Received and filed

Mario Rodriguez gave a presentation on the preliminary scoping for the feasibility study of the construction of a major highway that will provide a continuous route on Del Amo Blvd. between Normandie Ave. and Vermont Ave. Concerns about this study include: the acquisition of contaminated property, agitation of adjacent remedial processes related to the Superfund Sites, excavation into/disposal of contaminated materials, construction of grade-separated crossing at a railroad facility, the impact that air quality may have on the proposed users of the bicycle facility due to proximity of the Superfund Site, and compliance with the 2012 LA County Bicycle Master Plan & LA City 2010 Bicycle Plan. RBF Consulting was selected to prepare the preliminary scoping report, and the funding agreement with Metro will be signed this month. Because the project limits include sections in LA County and LA City, the City has been allocated its own funding to conduct oversight of the LA County-led Del Amo Blvd study.

IX. SBHP PROJECT STATUS – Steve Lantz Steve reported the following:.

A. SBHP December 2013 Project Progress Report (Attachment D) – Received and filed.

Alek Hovsepien gave Iteris' last report, as the firm's oversight contract ended in December 2013. The City of Gardena is almost done with construction and El Segundo completed a project in December. The ribbon-cutting ceremony for the El Segundo project will take place on January 16. FY13-14 Funding Agreements with Metro need to be processed.

B. SBHP December 2013 Project Risk Report (Attachment E) – No report this month.

C. SBHP Simplified Project Monitoring Process / Funding Agreements Amendments

(Attachment F) – Received and filed – Steve Lantz reported that there is a new reporting approach that will be shared with the IWG. The new process will be brought back to the Measure R Oversight Committee for approval after the IWG has heard it. Jacki Bacharach stated that Metro does not require monthly reports, and only require quarterly reports. If cities so choose, they may request Metro to amend their funding agreements to say that monthly reports are no longer required, but the amendments must take place in order for that requirement to cease. Stephanie Katsouleas stated that future funding agreements should not include the monthly reporting requirement. Staff was asked to share the report with the IWG and return with recommendations at the March meeting.

D. Status of SBHP Bench Contracts / Task Orders – Received and filed.

X. 3-MONTH LOOK AHEAD (Attachment G) – Received and filed

XI. SBHP IMPLEMENTATION UPDATE CALENDAR (Attachment H) – Received and Filed

XII. ADJOURN- Chair Goodhart adjourned the meeting at 4:36 pm until March 5, 2014.

South Bay Cities Council of Governments

March 5, 2014

TO: SBCCOG Measure R Oversight Committee

FROM: Jacki Bacharach, Executive Director
Steve Lantz, Transportation Consultant

SUBJECT: SBHP Measure R Administrative and Support Cost Policy

BACKGROUND

The 2014 -2020 SBHP Metro Budget Request includes an extensive list of project development studies that will be undertaken using the new SBCCOG technical bench task order procurement approach. These studies vary in scope and cost depending on the status of project development. The studies range from simple feasibility studies and funding agreement technical assistance to complex design and right-of-way task orders that will ready a project to apply for construction funding in the 2015 Metro Call for Projects. (See glossary of terms, Exhibit 1).

Although the Metro Board is not expected to approve the SBHP budget request until March 2014, Metro Staff authorized SBCCOG to proceed with the proposed project development studies as soon as possible using the SBCCOG's existing program development funding authority. SBCCOG staff and consultants met with most of the lead agencies for the studies during December 2013 to organize the task order process and initiate scope of work development. In reviewing the projects, lead agency staff expressed concerns that their staff time was not included in some of the study budgets.

Since the inception of the SBHP, Measure R funding has been used for lead agency administrative and support costs under two models, one for Early Action projects and the other for Strategic Positioning projects and Call for Projects funding agreements. For Early Action projects, eligible staff costs were funded subject to the limitations described in the Metro funding agreement executed between the local agency and Metro. Metro's funding agreements allow support costs and administration costs, as follows:

- a. Definition of Project Support Costs – in-house labor, consultant, and/or sub-consultant contract costs directly associated with the Project as specified in the SOW, and occurring during PA&ED, PS&E, ROW, and/or Construction.
- b. Definition for Administration Costs – costs for agency staff and consultants necessary for maintaining, monitoring, coordinating, reporting, and budgeting of the Project (i.e. personnel not responsible for direct delivery of the Project, funding agreement assistance, office supplies, equipment...etc.)
- c. Project Support costs are limited to up to 10% of the Project Budget, or higher if justified on a case-by-case basis. Project Support costs must be reasonable and appropriate to the

activities and phases related to the Project. Administration costs for Measure R funding agreements are limited to up to 10% of Project Support Costs.

Lead agencies have typically absorbed their administrative and support costs prior to executing a project funding agreement with Metro. For Strategic Positioning and Call for Projects projects, Metro has not allowed Caltrans or local agencies to be reimbursed for their administrative or support costs prior to completion of PSRs / PSREs, or technical work needed to support funding agreement attachments. In addition, consultant costs and SBCCOG administrative and support costs in the development of the SBHP Program itself are eligible uses of the Measure R funding.

To provide consistency with Metro's current policy, SBCCOG staff is recommending lead agencies absorb their administrative costs for smaller project development studies (e.g.: funding agreement assistance, PSR's, PSRE's, and feasibility studies under \$500,000) and that the SBCCOG allow local agency administrative and support costs for: more complex feasibility studies with budgets in excess of \$500,000 (e.g. Del Amo Blvd feasibility study.; PAEDs; Plans, Specifications and Environmental Documentation: right-of-way acquisition; and construction costs.)

Staff is also recommending that the total Measure R SBHP funding reimbursement of lead agency administrative costs be limited to 10% of the costs budgeted for each phase of project development as documented in SBCCOG-approved task orders (e.g.: planning, design, environmental certification, right-of-way acquisition and construction) and that support costs be limited to 10% of the administrative costs in each phase on the same basis. The phased eligibility would ensure that administrative and support costs are only reimbursed as the project development steps occur. In addition, no administrative or support costs would be reimbursed before the task order begins or after the task order is completed.

Finally, no task order will be issued without a written commitment by the local agency to support the project by participating in the development process (consultant team selection, overseeing task orders and staff efforts) that results in timely completion of the project, including seeking non-SBHP funding through the Metro Call for Projects or other state and federal funding sources.

One of the benefits of the phased development process using task orders is that the lead agency and the SBCCOG can determine the discrete decision points in the project development scope of work and process. This should provide timely project delivery and prevent projects from languishing in an unclear planning state while Measure R funding is locked up on a dormant or abandoned project.

The SBCCOG will work with the Measure R Oversight Committee and Infrastructure Working Group to develop a detailed procedure for incorporation into the next South Bay Highway Program Implementation Plan Update. A conceptual procedure could be as follows:

1. Local jurisdiction requests the SBCCOG to provide task order assistance to develop a project and commits to be lead agency on project implementation;
2. SBCCOG requests funding for the study in semi-annual Metro SBHP Budget Request;
3. SBCCOG and local jurisdiction develop scope, schedule and budget and secure technical consultant from SBCCOG SBHP bench;
4. SBCCOG and local jurisdiction execute a "time and materials" support and administrative cost reimbursement agreement;

5. Within 3 months of completing a task order, the local jurisdiction must inform the SBCCOG in writing whether it intends to abandon, defer, or continue development of the project. Deferred projects will be de-programmed during the semi-annual update of the SBCCOG Measure R SBHP Metro Budget Request which will result in the loss of their scheduled funding commitment, and will be returned to the SBHP candidate project list so that other projects can be timely pursued. Abandoned projects will not be returned to the SBHP candidate project list. If the project is to continue and the local jurisdiction needs further assistance, the local jurisdiction may request additional task order assistance from the SBCCOG in time for the request to be included in the next available semi-annual budget request.

The Infrastructure Working Group reviewed and supported the proposed policy and procedure at its January 15, 2014 meeting.

RECOMMENDATION

The Measure R Oversight Committee recommends SBCCOG Board approval at the March 27, 2014 Board meeting. The conceptual recommendation is to adopt a new SBCCOG policy that limits SBHP Measure R funding of local agency administrative costs to 10% of PAEDs, Plans, Specifications, and Environmental documentation (PS&Es), right-of-way acquisition, and construction costs. Support costs will be limited to 10% of administrative costs (unless a higher percentage is recommended by the SBCCOG Measure R Committee and approved by the Board on a case-by-case basis. Local jurisdictions will absorb their local agency administrative and support costs related to feasibility studies, PSRs and PSREs, and funding agreement development assistance task orders less than \$500,000.

Glossary of Terms

Early Action Projects- The Measure R South Bay Highway Program Implementation Plan includes a list of Measure R funded smaller highway operational improvement projects for which local jurisdictions committed to complete construction within five years of signing a Metro funding agreement for the project. In exchange, the SBCCOG and Metro agreed to waive any local match and fully fund the projects with SBHP Measure R funding.

Feasibility study – A small preliminary study to identify the need for and potential benefits and issues related to the proposed project.

Funding agreement assistance – Metro funding agreements require some detailed analysis in their project descriptions and attachments. SBCCOG has provided limited consultant technical assistance to lead agencies using task orders within the SBHP Development Program. Once a funding agreement is signed between the lead agency and Metro, the SBCCOG ceases to provide consultant technical assistance to the lead agency which must fund project development and delivery pursuant to its Metro funding agreement.

Lead Agency - The South Bay jurisdiction responsible for developing and delivering an SBHP project. Local Agencies include cities, L. A. County, Metro and Caltrans District 7.

Metro Call for Projects – The bi-annual funding process used by Metro to select projects and commit funding to a range of multi-modal transportation projects in eight modal categories. Eligible applicants include cities, L. A. County, Caltrans, transit operators and joint powers authorities. Funding is allocated from a range of federal, state and regional sources. The 2013 Call for Projects awarded approximately \$185 million.

PAED / PR – The Caltrans project development step following the PSR is undertaken to prepare a Project Approval Report and an Environmental Document Report (PAED). The two elements are prepared in parallel in order to assess alternatives and document environmental impacts and mitigations for the alternatives. Information from the Draft PAED information is used to guide the final Project Report which provides more detailed geometry and engineering detail of each alternative in order to select the locally preferred alternative. A PR in addition to a PAED is required by Caltrans for projects over \$3 million that are on state routes and / or state owned rights-of-way (ROW). The final PA/ED and PR are completed and approved at the same time to expedite the project approval process.

Project Study Report (PSR) - After a potential project is identified on Caltrans property, Caltrans requires preparation of a project study report (PSR). The study is used to confirm the purpose and need for the project, to clarify a scope of work that is obtainable and for which consensus is possible. Metro requires all Call for Projects applications on Caltrans property to include a PSR signed by Caltrans and the applicant.

Project Study Report Equivalent (PSRE) – For projects that are not on Caltrans property, Metro requires a PSRE to be included in any Call for Projects application. The PSRE is somewhat less detailed than the PSR and does not require sign-off by Caltrans.

PS&E/ Final Design – Once a PR is approved and the locally preferred alternative is selected, Caltrans is able to complete the final design, which includes Plans, Specifications and Engineering (PS&E).

SBHP – The SBCCOG’s name for the Measure R South Bay Highway Program that is listed in Metro’s Measure R Ordinance Attachment A - Measure R Expenditure Plan. Metro’s title for the South Bay Highway Program is “Interstate 405, I-110, I-105, and SR 91 Ramp and Interchange Improvements (South Bay)”. Negotiations resulted in a broadened interpretation that includes highway operational improvements within a mile of the freeway or a state highway in the South Bay.

Strategic Positioning Projects - In addition to Early Action projects, the South Bay Highway Program Implementation Plan identified several candidate projects that would take more than five years to complete and would require matching funds beyond the Measure R funds identified for SBHP projects. These complex projects include Del Amo Boulevard and several Caltrans projects on South Bay freeways. The SBCCOG and Metro Boards authorized initial planning funds for three of the Strategic Positioning projects in 2010. The projects are managed by Metro rather than the SBCCOG.

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South Bay Cities Council of Governments

March 15, 2014

TO: SBCCOG Measure R Oversight Committee

FROM: Jacki Bacharach, Executive Director
Steve Lantz, Transportation Consultant

SUBJECT: Transition and Simplification of SBHP Project Monitoring and Reporting

BACKGROUND

As reported at the November Measure R Oversight Committee and Infrastructure Working Group meetings, with the expiration of the Iteris contract at the end of December, Metro and the SBCCOG are transitioning the technology and staffing approach for monitoring and reporting SBHP project progress. Although Metro only requires quarterly reports from its lead agencies, since the inception of the SBHP three years ago, the SBCCOG has required monthly and quarterly reports to be incorporated into Metro's SBHP-related funding agreements with lead agencies. Our cities have expressed concerns that the monthly reporting requirement imposes an administrative burden that does not significantly change the progress being made in SBHP project implementation.

Under the current process, lead agencies have been submitting their monthly reports via email or via Metro's Project Management System to the Metro Highway Department. The lead agency quarterly reports and quarterly invoices are submitted directly to the Metro Accounts Payable Department. Metro Highway Department posts the reports to a Metro FTP site. Iteris and HDR have been downloading the reports from the FTP site into SBHP project folders and reviewing the reports on a monthly basis with the lead agencies to clarify any unclear or missing data. The reports and conversations provide the source data for the monthly Measure R Oversight Committee Project Progress Gantt Chart and Risk Report that Iteris has been preparing.

In recognition that risks related to delayed projects have not been changing on a monthly basis and that little change occurs between the monthly risk reports, a new procedure was initiated in November 2013 that allows project risk reports to be scheduled as needed on the Measure R Oversight Committee agenda when the lead agency and SBCCOG staff agree that an SBCCOG action or update is timely. Upcoming scheduled risk reports are noted on the monthly Project Progress Gantt chart.

As the transition is being made from Iteris to SBCCOG staff administration, Metro and the SBCCOG staff have conceptually agreed to recommend a new simplified process which would eliminate the monthly project progress reporting required in current SBHP funding agreements between the lead agencies and Metro for projects less than \$20 million. This would also allow

the monthly Project Progress Gantt Chart update to become a quarterly process. The quarterly process would still enable ad hoc scheduling of risk reporting on at-risk projects at the monthly Measure R Oversight Committee meetings should an urgent issue arise. In addition, should the Measure R Oversight Committee desire to continue monthly reporting, a simplified monthly project progress reporting form could be managed via email between the SBCCOG and the lead agency. However, the funding agreements would be amended to eliminate the requirement for a monthly report to be submitted to Metro.

Metro and SBCCOG staff have also conceptually agreed to abandon the Metro Project Management Information System and replace it with a simplified email-based reporting form. SBCCOG staff would create a consolidated and simplified single form in MSWord that lead agencies would email to the SBCCOG. SBCCOG staff would communicate with the lead agency to complete or correct the form which would be used to prepare the Project Progress Gantt Chart and for the Measure R Oversight Committee. SBCCOG would post the Gantt Chart and the project progress reports to the Metro FTP site. Lead agencies would still need to submit their invoices and appropriate Metro quarterly report directly to Metro's Accounts Payable Department. Metro would post a quarterly SBHP financial status report and the quarterly reports to the FTP site.

Although Metro and the SBCCOG had hoped to complete the transition by the end of December when the Iteris contract term expired, the transition process has proven much more complex than initially expected and will take longer to accomplish. Because the new process requires amendment of the SBHP Special Conditions in the standard Metro funding agreement, these changes must be approved by Metro's Highway Department, Programming Department, Metro's legal counsel, and the SBHP lead agencies. SBCCOG is not a signatory to these funding agreements.

The funding agreement amendment process may take several months to accomplish. As a result, an interim process is in place beginning with the December monthly report and January quarterly report. During the interim period, lead agencies have been requested by Metro to post Monthly Progress Reports on Metro's FTP site instead of via email or the PMIS online database. Invoices with the appropriate Quarterly Expenditure Report will continue to be submitted directly to Metro Accounts Payable for payment. Metro expected that the FTP site and lead agency FTP passwords needed to access the site would be available by the end of December. The SBCCOG also will have access to lead agency submittals on the FTP site so it can perform the project progress monitoring and reporting administrative functions formerly provided by the Iteris team. SBCCOG staff is preparing the Project Progress Report beginning with this month's meeting

The Infrastructure Working Group reviewed the proposed simplification at its January 15, 2014 meeting. Those present unanimously supported shifting to a quarterly reporting process for new funding agreements between the lead agency and Metro. They also recommended that the lead agency be allowed to determine if it will request Metro to amend current funding agreements to eliminate the monthly reporting requirement or if it will continue to provide Metro with monthly reports until the current project is completed and the funding agreement is closed out.

RECOMMENDATION

To reduce the administrative burden on SBHP lead agencies while retaining SBHP program accountability and timely completion of SBHP projects, the Measure R Oversight Committee recommends SBCCOG Board approval of a transition from monthly and quarterly reporting to quarterly reporting for new projects and allow lead agencies of current projects the discretion to determine if they want to continue to report monthly until the project is completed or if they wish to request a funding agreement amendment from Metro to eliminate the monthly reporting requirement. If this policy is approved by the Board, the Measure R Oversight Committee will return to the Board with a report on the effectiveness of the changes in March 2015.

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February 25, 2104

Stephen Lantz
Transportation Consultant
Infrastructure Working Group
South Bay Cities Council of Governments

Subject: Hawthorne Blvd. Mobility Improvement Project

Dear Mr. Lantz,

We just completed the bid opening process of our Hawthorne Blvd. Improvement project. Our original **construction** cost estimate of \$10,523,094.50 was submitted on September 13, 2013. As you are aware we have received an approval for \$5,366, 325.00 of South Bay Measure R grant.

As a result of the bid opening, we have determined that the lowest responsible bidder submitted a construction bid of \$12,579,000.00. Our awarded MTA Call for Project grant for this project in addition to the City's required matching for the construction cost is \$4,358,628.00.

The City will front another \$1,219,580.00 toward specific items that were not in the original scope of the work. Therefore as a result of the actual construction bid opening we have a shortfall of \$1,634,467.00.

We respectfully request an additional amount of \$2,184,467.00 to offset above the above shortfall and our construction management efforts.

Sincerely,

Arnold Shadbahr, P.E.
Director of Public Works

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South Bay Corridor Study and Evaluation for Dynamic Corridor Congestion Management (DCCM)

Project Overview Presentation to SBCCOG

August 22, 2013



Agenda

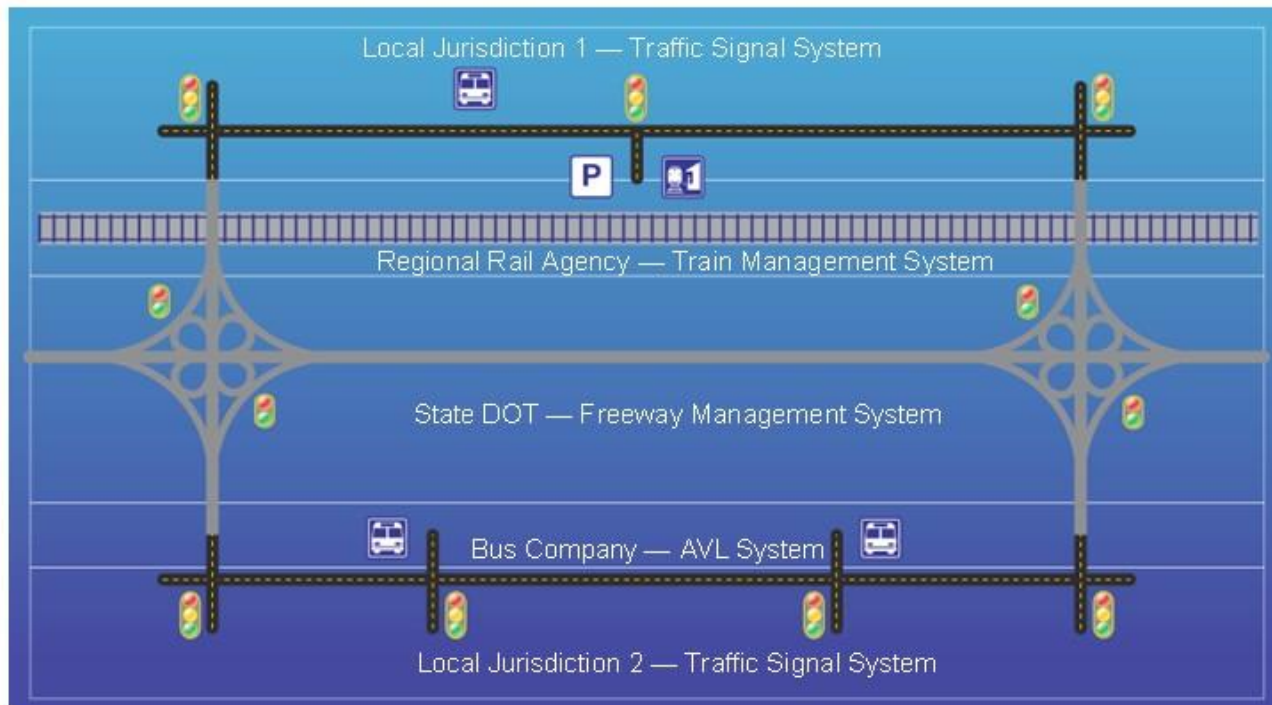
1. DCCM Background
2. Project Overview and Schedule
3. Corridor Study Overview and Preliminary Results
4. ConOps and Need for Stakeholder Engagement
5. Next Steps

The Integrated Corridor Management (ICM) Approach to Congestion Reduction

Problem: Surface transportation congestion

Traditional approach: Optimization of individual networks (freeway, arterials, transit, etc. each considered separately)

ICM approach: Integrated corridor-wide operations to optimize entire system (not just individual networks)



USDOT Integrated Corridor Management Vision

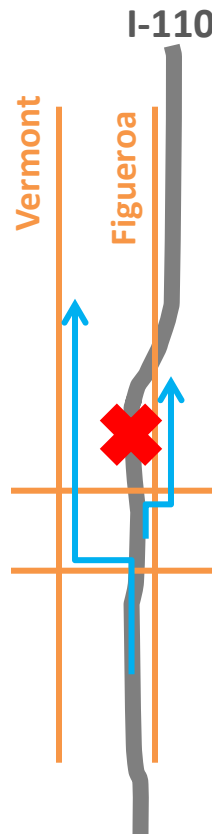
DCCM Freeway/Arterial Coordination Example

Scenario

- Accident blocks several lanes on NB I-110 during morning rush hour
- Drivers exit to Figueroa and Vermont to detour around the incident

Current response

1. Arterial signal system unaware of increased arterial demand
2. Fixed/time-of-day signal timings not set up to accommodate new demand
3. Traffic backs up on arterials, turn pockets, and freeway off-ramps

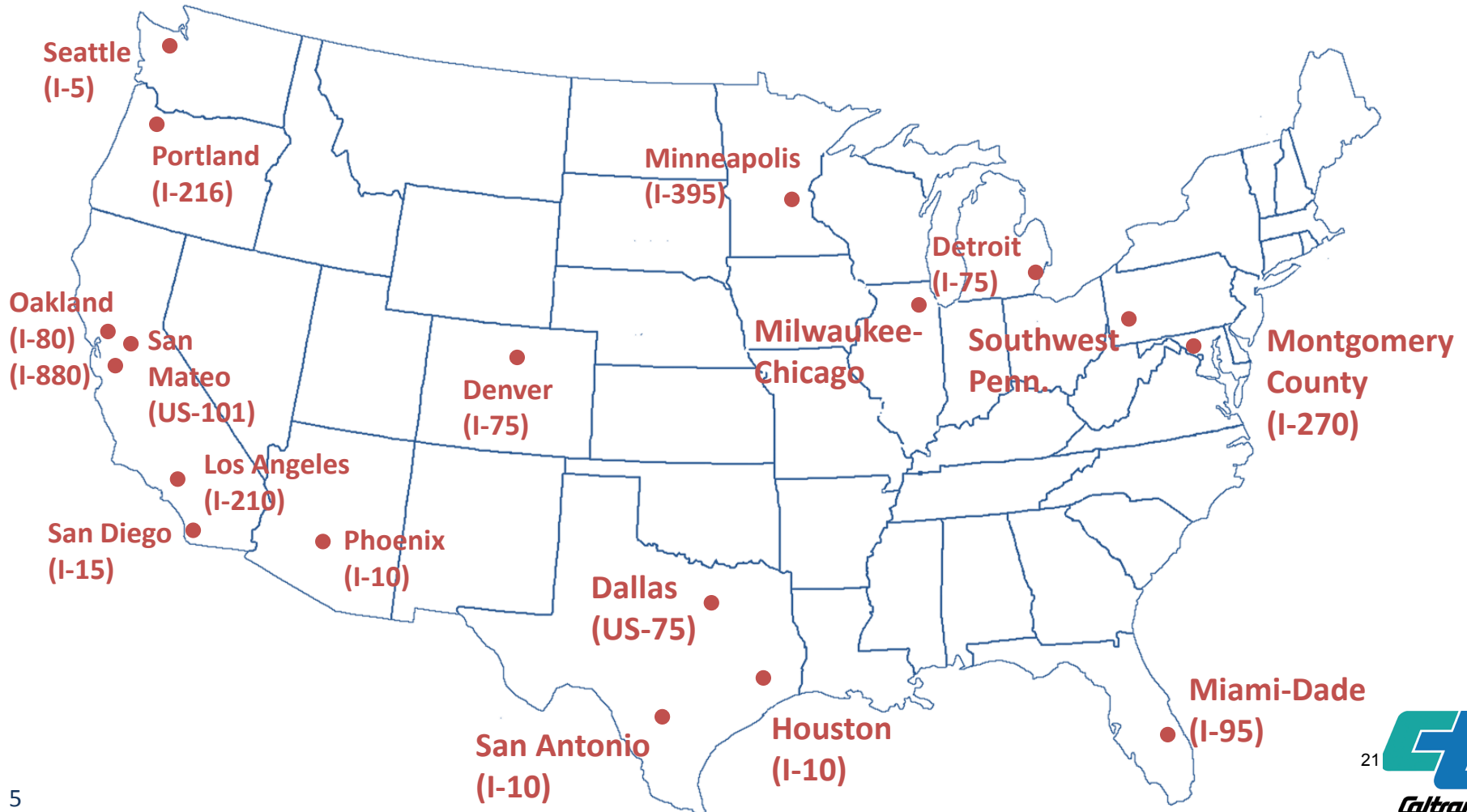


DCCM-enabled response

1. Freeway management system alerts arterial system to increased demand
2. Signal system automatically implements agreed-upon signal timing plan designed for the scenario
3. Traffic flows efficiently along parallel arterials around the incident with minimized impact to the arterial network²⁰





Who Else is Implementing DCCM Solutions?

Integrated corridor management systems are rapidly being implemented on major corridors across the country:



DCCM Benefits and Opportunities

1. Improved corridor throughput
2. Reduced impact of incidents on freeways and arterials
3. Enhanced performance measurement capability
4. Improved information sharing
5. Opportunity for regional stakeholders to participate in developing a model for automated operations
6. Better informed travelers

PERFORMANCE MEASURE AREAS	San Diego	Dallas	Minneapolis
 Annual Travel Time Savings (Person-Hours)	246,000	740,000	132,000
 Improvement in Travel-Time Reliability (Reduction in Travel-Time Variance)	10.6%	3%	4.4%
 Fuel Saved Annually (in Gallons)	323,000	981,000	17,600
 Tons of Mobile Emissions Saved Annually (in Tons)	3,100	9,400	175

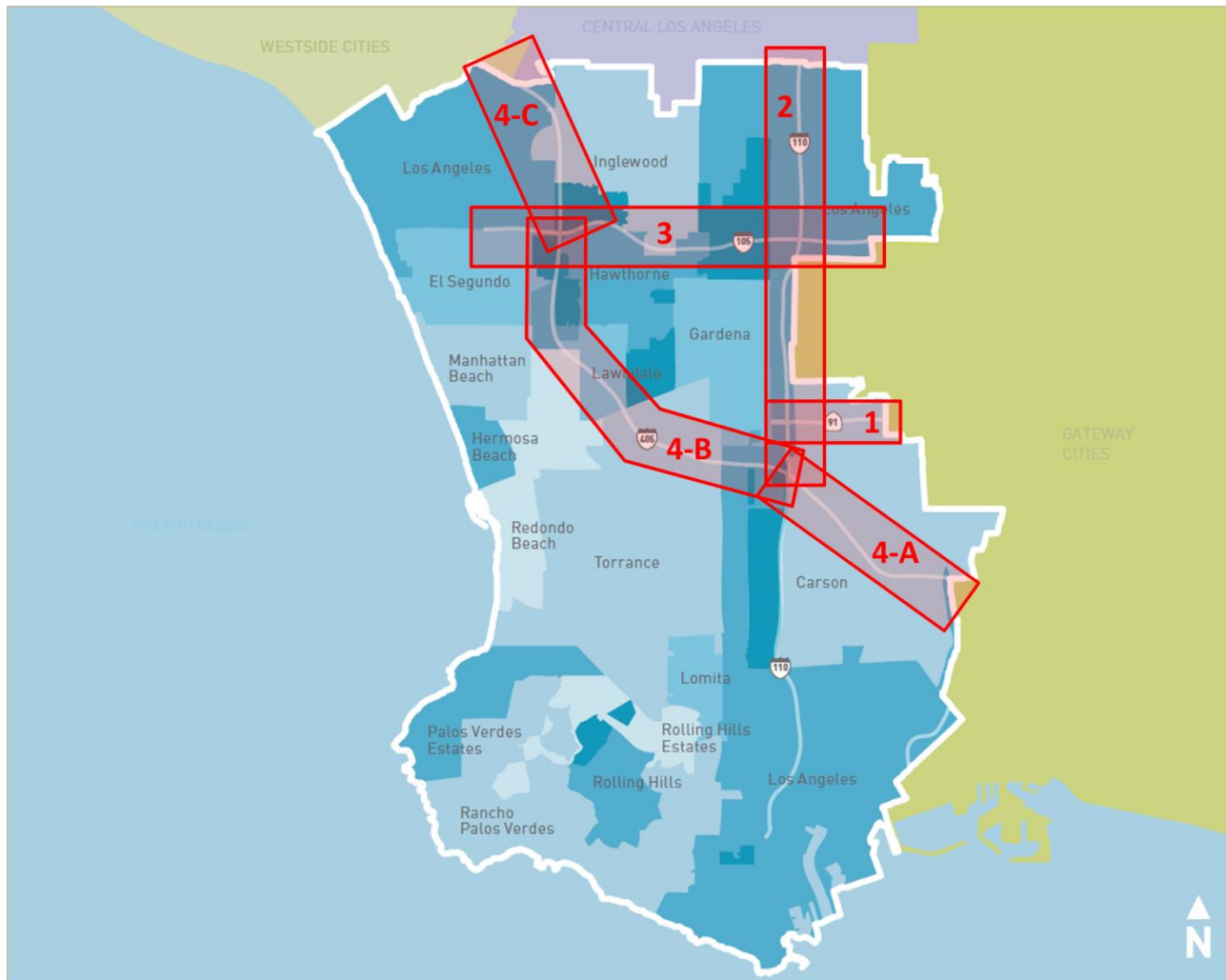
South Bay DCCM Project Scope and Schedule

1. Identify a **pilot corridor** on which to deploy a DCCM freeway-arterial coordination system (Aug 2013)
2. Develop a **concept of operations** to guide implementation (Sep-Dec 2013)
3. Develop Memorandums of Understanding (**MOUs**) among all involved stakeholders (Jan-Jun 2014)
4. Conduct a before/after **system evaluation** for the initial pilot project (2014-2015)

*We are
here*

Task 1: Corridor Study

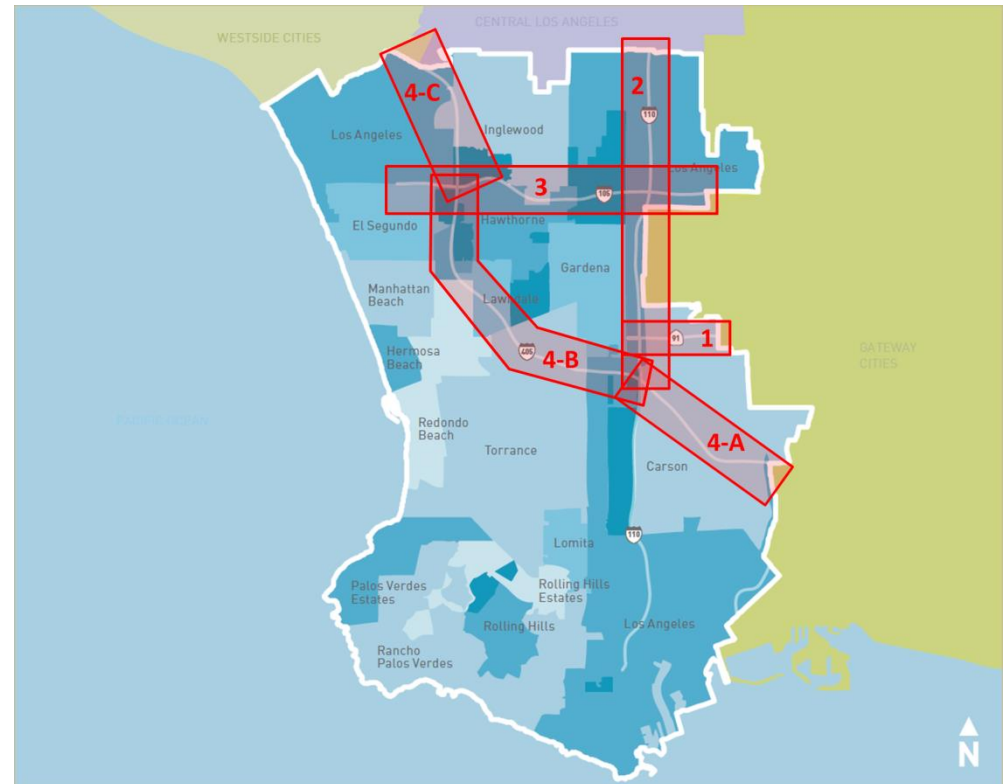
Six South Bay corridors evaluated



Task 1: Corridor Study – Evaluation Criteria

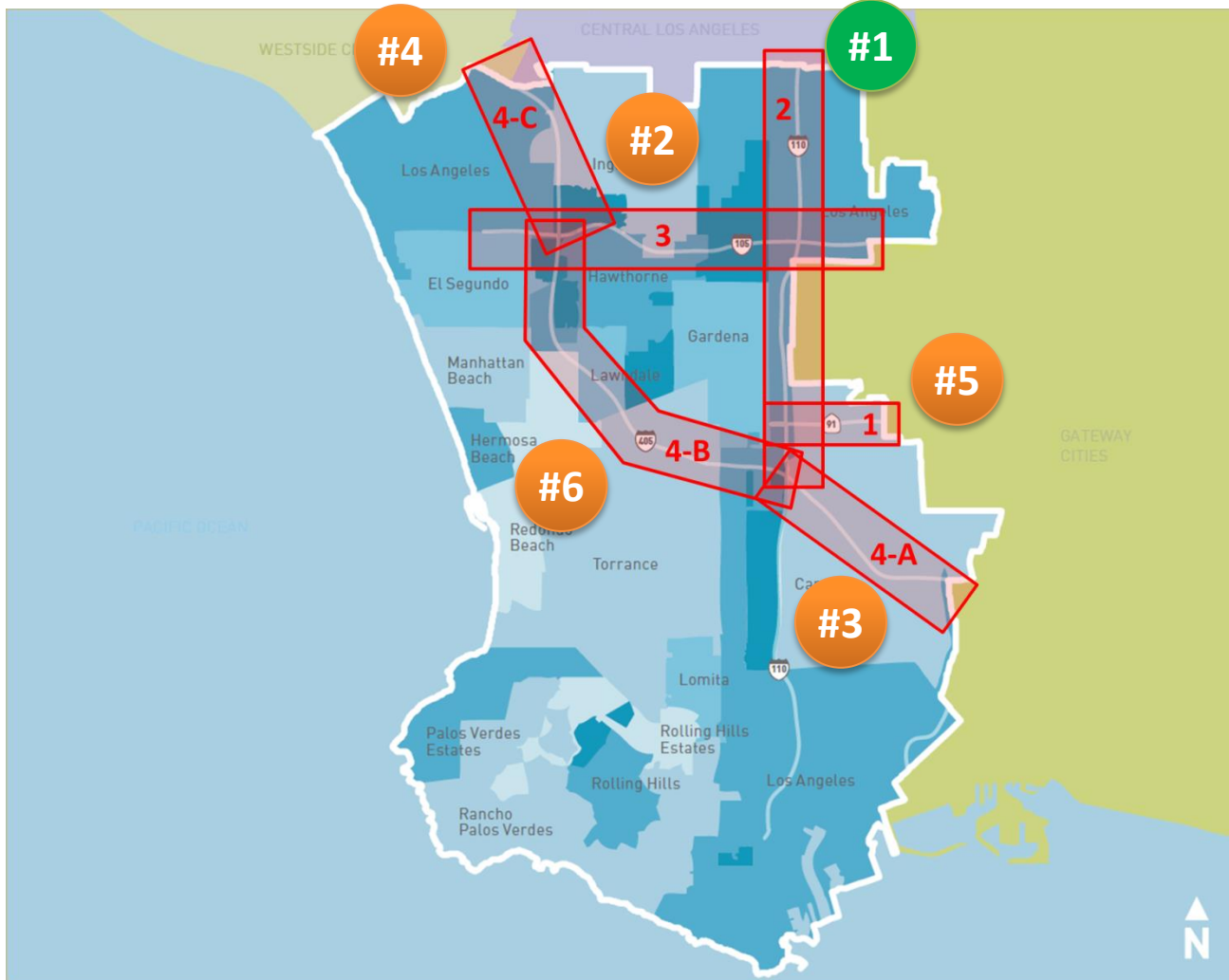
Five categories of evaluation criteria:

1. System demand
2. Physical infrastructure
3. ITS infrastructure
4. Institutional coordination challenges
5. ICM readiness



Task 1: Corridor Study – Preliminary Ranking

I-110 has emerged as the top rated candidate corridor for DCCM pilot; to be a test case and a model for implementation on the other corridors



Task 2: ConOps – Stakeholder Participation and Next Steps

South Bay city participation is crucial

- This project is all about collaboration between Caltrans and South Bay cities to solve the mobility problems of the region
- Without willing partners, the congestion reduction goals of DCCM can't be achieved

In next few weeks, will begin an outreach effort to the cities in the pilot region

- In order to understand local needs and help determine how the system should respond
- Will also extend the invite all South Bay cities and welcome their input as the ConOps is meant to be a tool to guide future deployments in all corridors throughout the region

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Adaptive Traffic Control System A Strategic Growth Plan Project

City of Torrance Commissioner
Meeting
November 7, 2011
Yunus Ghausi

Long-term Vision

- Arterial System Management through corridor-wide traffic signal systems optimization and coordinated adaptive control
- Integrated freeway/arterial system management through Integrated system-wide adaptive ramp metering and adaptive arterial signal control

Strategic Growth Plan Projects

- AKA Governor's "Go California Projects"
- Enabled use of SHOPP to fund speedy implementation of effective solutions to congestion problems.
- Total Projects Life Cycle: Less than 2 Years

SGP ATCS Projects

- These projects deployed Adaptive Traffic Control System (ATCS) on 5 State Routes, in L. A. County to enable arterial system management through automated signal timing optimization based on real-time traffic conditions.
- Signal Hardware Upgrade
- Communication System Upgrade (Fiber)
- Augmented Detection System Capability
- Real-time Video capability for system performance verification

SGP Projects

- Rte 1 (Pacific Coast Highway)
- Rte 66 (Foothill Blvd.)
- Rte 72 (Whittier Blvd.)
- Rte 107 (Hawthorne Blvd.)
- Rte 213 (Western Ave.)

SGP Projects

- Total Projects Cost: \$14,500,000
- Coverage: 60 miles
- Approximately 170 signalized intersections
- 28 CCTVs
- New 2070 controllers
- Fiber interconnects throughout
- Beefed up Detection Infrastructure

What, Where and How?

SGP Projects Communication

- Utilizing Caltrans SONET (Fiber) backbone.
- Routing data/video to existing Hubs and from there to LARTMC and Signal Operations Center in the D.O.
- High speed network with zero recurring cost by avoiding:
 - Leased line
 - Dial up

Signals Operation Strategy

- ATCS Provides Increased Efficiency through Automated Signal Timing Adjustments based on Real-time Demand
- **Takes into account demands on all approaches, therefore,**
- **Priority is given to the approach with highest demand; this will provide automated coordination between State Signal System and signal systems operated by local agencies**
- Caltrans will continue beefing up detection on major cross-streets belonging to other jurisdictions
- Continue Close Coordination with Other Signal Operators

ATCS operation

- Time of Day (TOD)
 - E.g. during ACTS down time
- Critical Intersection Control (CIC)
 - Uses demand on each approach to adjust splits of green time for each phase.
- Critical Link Control (CLC)
 - Alerts offsets to minimize stops on approaches with highest volumes.
- Adaptive
 - Adjusts cycle length based on prevailing traffic conditions.

What to expect:

- Evaluation conducted by Caltrans in 2010:
 - Reduced travel time by 10%
 - Decreased average stops by 20 %
 - Lowered average delay by 18 %

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Draft "Corridor Congestion Management (CCM) Scope"

I. INTRODUCTION

The purpose of the Corridor Congestion Management (CCM) is based on the Concept of Operation COP development for Dynamic Connected Corridor Management DCCM, the scope of the project is following,

- Improve intersection traffic signals at freeway ramps with system operation capabilities.
- Improve State Arterial traffic signal system detection and communication capabilities to facilitate the implementation of the DCCM COP.
- To help Local/Regional Stakeholders and build system interface between State Freeway Management System, Traffic signal system with stakeholder signal system to facilitate the implementation of "Dynamic Congestion Corridor Management COP".

II. PROJECT LIMITS: Within the South Bay Cities

III. PROJECT ESTIMATE: Between 9 to 12 Million.

IV. Document Summary Draft:

The purpose of this document is to hear the local and stakeholder perspectives on traffic management on the corridor—including **current conditions assessment, system capabilities, operational approaches, and visions for future congestion management concepts**. This input, summarized below, will be used to develop the Concept of Operations (ConOps) document, which will serve as the guide for detailed design and implementation of DCCM systems on the selected pilot corridor and for potential future deployments on corridors throughout the South Bay region.

This report presents the "Draft" scope of CCM in South Bay Cities:

- **Current state**, in terms of:
 - arterial-locals signal coordination,
 - signals operations and conditions,
 - arterial operations and conditions, and
 - Traveler information dissemination.
- **Justification for changes**
- **Operational Concepts**, including:
 - coordinated signals along freeway/arterial "signal timing operations",
 - direct communication link between locals and Caltrans controller and Caltrans-operated signals controller,

- center-to-center exchange of real-time local demand data between freeway ramps and arterial systems,
- extinguishable restrictive turn signs at major arterial/freeway network
- use of arterial/freeway ramps Changeable Message Signs (CMS), and
- Inter-agency coordinated diversion response plans.
- How concepts might work in particular **operational scenarios**, including:
 - moderate incident on arterial (partial lane closure),
 - major incident on ramps arterial (several lanes blocked),
 - moderate incident on locals (partial lane closure),
 - major incident on locals (all lanes blocked),
 - incident at the intersections, and
 - Recurrent congestion.
- **User needs and requirements**
- **Institutional issues and Constraints as yet to be determined (arterial/freeway ramps)**

V. Project Overview

Overview of the integrated operations concept and potential benefits of CCM, including:

1. Improved corridor throughput
2. Reduced impact of incidents
3. Enhanced performance measurement capability
4. Improved inter-agency information sharing
5. Opportunity for regional stakeholders to help develop models for automated operations
6. Better-informed travelers

Key performance measure areas that could see improvement include average travel times, travel-time reliability, fuel use, and mobile emissions.

1. Current State infrastructure facilities
2. Justification for Changes
3. Potential CCM Operational Concepts
4. Key Operational Scenarios
5. User Needs and High-Level Requirement of the System; and
6. Institutional Issues and Policy Constraints

Caltrans needs the stakeholders input on the followings:

1. Current State

Discussions on the current state of arterial/freeway ramps with locals network coordination, arterial operations, and traveler information capabilities;

2. Arterial-local network system coordination

- There are instances of dynamic response capabilities in freeway ramps/arterial network, however there are currently no cases of local real-time or historical data being shared between them for operational purposes.
- Caltrans and Locals would need to provide potentially useful real-time data.

3. Arterial and local network operations and conditions

- Caltrans operates their adaptive system with the goal of “curbing the demand”—distributing demand as evenly as possible throughout the state arterial segment. Mainline saturation levels are the only variables in the timing algorithms, however. It doesn’t look to local arterial demand levels.
- There are gaps in detection capability for freeway/mainlines
- There is a lack of good information on construction activities on mainlines and local streets
- During major incidents, impacted both arterial and state highways
- A mix of old/new systems and technologies in place; may need to upgrade signals controllers to 2070 controllers,
- There’s little preemption capabilities and emergency response on arterial networks
- Most of Caltrans signals are connected to Central but none locals
- Currently, Caltrans has no plan to assess of how traffic flows into and coming from arterials, in order to fine-tune signal timings, however budget issues have frequently prevented this from occurring. [Note: seems like automated detection and communication system between the locals and state intersections could aid in this process]
- Caltrans has not updated its arterial signals
- Currently, Caltrans D7 has same-cycle greens during peak period. Frequently in cars either drag racing on greens or else being overly tentative and neither car wanting to move before the other. Result is dangerous situations and also inefficient movements. It may need to upgrade all the arterial signals and some Caltrans signals.

4. Arterial operations and conditions

- Under the current Master Agreement, most of the signals along highways are maintained and operated by Caltrans.
- How about arterial signals.
- No communication capabilities are currently constrained—could use additional fiber.
- Locals may need to explore adding system detection on major arterials in the region
- There are gaps in detection capability for arterials
- There is a lack of good information on construction activities on arterials
- Some cities use NEMA or 170 controllers (no upgrades planned)
- Variety of traffic signal control software used throughout the region
- Status of signal sync program along arterial streets.
- The local agencies may not have active incident management off hours

- No Arterial active incident management (no staff to determine whether an alert is due to an incident or a sensor malfunction)
- Certain arterial routes restrict peak hour parking to improve flow
- Would Video based detection be supported by locals
- Considerations of installing bicycle lanes throughout region (may impact lane widths, number of lanes available)
- Fewer schools providing school busses—increases number of vehicle trips needed to get children to school

Traveler information

Currently, there are may be some implementations of mobile pre-trip and en route traveler information available that provide real-time incident and congestion alerts and route recommendations:

- 511 can send out text alerts about incidents on saved routes
- Waze (an iPhone/Android map and traffic app) provides user-generated downstream incident and congestion alerts based on your geo-location (<https://www.waze.com/>)
- El Segundo-based Blue Commute service provides phone/email/browser-based arterial and freeway congestion alerts for saved routes (<https://www.commuteview.net/CommuteView/Home.aspx>)

Significant proportion of Incidents due to driver distraction; something to keep in mind when considering providing text message-based en route traveler information

Justification for Change

We all need to agree that congestion management operations could be improved if real-time information generated by different jurisdictions and facilities were shared between one another.

- Stakeholders may need having access to real-signal timing would be useful for them
- We need to support for two-way information sharing between Cities and Caltrans
- User benefit goals should be developed and be achievable in the current disconnected systems. In the course of their trips, road users constantly move between facilities, jurisdictions, and systems. More integrated operations would benefit the user, whose key performance measure is overall travel time.

Operational Concepts

Coordinated of signal operations a long arterial highways

Goal: To optimize the management of traveler demand across jurisdictions and facilities

- We do not know if the concept will be supported by stakeholders

-
- Arterial signal timing algorithms could be improved by knowing about arterial congestion/density

Center-to-center exchange of real-time demand data between arterial and freeway/ ramps signal synchronization coordination

Goal: To provide each facility or system additional data to use to improve algorithms and facility operations; alternatively, to provide an information-sharing interface upon which coordinated operations between facilities and jurisdictions can occur

- Broad stakeholder support of this concept to at a minimum provide real-time operational data to the center-to-center exchange
- More study is needed in order to determine precisely how the real-time data stream can be usefully inputted into operational algorithms

Extinguishable restrictive turn signs at minor intersections

Goal: To restrict arterial traffic from inbound and outbound that are overly congested, blocked due to an incident, or near the location of a major intersection incident

- Stakeholder opinions are needed.
- Would local have issues with the use of dynamic extinguishable restrictive turn signs at ramp intersections in order to manage the demand? Concern with road user confusion and MUTCD adherence

Arterial CMS

Goal: To provide real-time traveler information about upstream congestion information and route guidance (possibly in coordination with arterial CMS)

Discussion:

- Would the Stakeholder support the concept

Inter-facility coordinated diversion response plans

Goal: To enable inter-facility diversion routing to manage traffic around a significant incident or lane blockage

Discussion:

- Would Stakeholder support the general concept
- However, needs to be determined which agency/jurisdiction would be responsible for generating the response plan and the procedures for implementing it

Next Steps

We would like to form a task force representative from all Stakeholders to stream line the project scope:

1. workshop meeting with stakeholder group (set up the date)
2. Conduct additional follow-up with select stakeholders (set up the date)
3. Submit draft ConOps (set up the date)
4. Potential follow-up ConOps webinar (set up the date)
5. Submit final ConOps (set up the date)
6. Develop Memorandums of Understanding (MOUs) with agencies participating in the ACCM pilot project (set up the date)

Attachment F

Project Progress Report

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Y	MR312.04 C	City of Manhattan Beach F42 - Sepulveda Blvd at Marine Ave Intersection Improvements (WB Left Turn Lane)	Jul 2012 Month	\$235																																																																																																																																																																																																																																																																																																																																																																																																																																																
Y	MR312.05 PD, D, R, C	City of Hermosa Beach F45 - PCH (SR-1/PCH) Improvements between Anita St and Artesia Blvd	Sep 2013 Month Quart	\$368																																																																																																																																																																																																																																																																																																																																																																																																																																																
Y	MR312.06 D, R, C	City of Redondo Beach F46 - PCH Arterial Improvements from Anita St to Palos Verdes Blvd	Apr 2013 Month	\$1,400																																																																																																																																																																																																																																																																																																																																																																																																																																																
Y	MR312.07 D, C	City of Redondo Beach F47 - PCH at Torrance Blvd Intersection Improvements	Feb 2013 Month	\$586																																																																																																																																																																																																																																																																																																																																																																																																																																																
Y	MR312.08 D, C	City of Redondo Beach F48 - PCH at Palos Verdes Blvd Intersection Improvements	Apr 2013 Month	\$320																																																																																																																																																																																																																																																																																																																																																																																																																																																
G	MR312.10 D, PD, R	City of Torrance F51 - PCH at Hawthorne Blvd Intersection Improvements	Dec 2013 Month	\$19,600																																																																																																																																																																																																																																																																																																																																																																																																																																																
G	MR312.11	Caltrans F60 - ITS: I-405, I-110, I-105, SR-91 at freeways ramp/arterial signalized intersections - DCCM		\$5,000																																																																																																																																																																																																																																																																																																																																																																																																																																																
Y	MR312.12 PD, D, C	City of Inglewood N6 - City of Inglewood Citywide Phase IV	Jul-Sep 13-14 Quart	\$3,500																																																																																																																																																																																																																																																																																																																																																																																																																																																
Y	MR312.15 PD, D, R, C	City of Lawndale N22 - Inglewood Ave From 156th st to I-405 SB On Ramp Improvements	Jul-Sep 13-14 Quart	\$500																																																																																																																																																																																																																																																																																																																																																																																																																																																
Y	MR312.17 PD, D, C	City of Gardena N42-Rosecrans Ave Arterial Improvements From Vermont Ave to Crenshaw Blvd	Jan 2014 Month	\$5,140																																																																																																																																																																																																																																																																																																																																																																																																																																																
R	MR312.20 D, R, C	City of Redondo Beach N58 - Aviation Blvd at Artesia Blvd Intersection Improvements	Mar 2013 Month	\$847																																																																																																																																																																																																																																																																																																																																																																																																																																																

LEGEND	Description
Funding Agreement	Date Funding Agreement Signed
Planning and Preliminary Design PD	Project Planning phase develops the concept for the project including the project requirements, the preliminary design addresses the requirements. This phase also includes Project Approval/Environmental Documentation if required for the project to proceed.
PS&E D	Plans Specifications and Estimate - This comprises all work to develop construction contract plans, specifications, engineer's estimate, contract bid documents, allocation of funds, contract award, and contract approval
ROW R	Right of Way - The Right of Way acquisitions are for the locally preferred concept/alternative are identified
Construction C	Construction - All construction related activities.
	On-Going Project Monitoring
	Previous Month Project Status
	New Project Progress

Color Code	Parameters
G	Within 6 months of schedule and on budget
Y	Behind schedule by more than 6 months or concerns over expenditures
R	Change in Scope and/or Budget requires Funding Agreement Amendment
C	Project Completed

PC	Projected Project Completion Date
DC	Projected Design Completion Date
NR	Next Report
ROW	Projected RIGHT OF WAY Completion Date

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MR312.21 PD, D, C	City of Gardena N67 - Vermont Arterial Improvement From Rosecrans Ave to 182nd Street	Jan 2014 Month	\$2,350																																																																																																																																																																																																																																																
MR312.23 D, PD, R, C	City of Torrance P4 - 465 N. Crenshaw- Torrance Park and Ride Regional Terminal	Dec 2013 Month	\$18,100																																																																																																																																																																																																																																																
First Funding FY 2012-2013																																																																																																																																																																																																																																																			
MR312.16	Los Angeles County N32 - Del Amo Boulevard from Normandie Boulevard to Vermont Avenue		\$26,820																																																																																																																																																																																																																																																
MR312.28	City of Manhattan Beach F41- Seismic retrofit of Sepulveda Blvd bridge 53-62		\$9,100																																																																																																																																																																																																																																																
MR312.31	SBCCOG South Bay Sub regional ITS Plan		\$7,000																																																																																																																																																																																																																																																
MR312.33 PD, D, R, C	City of Hawthorne N14 - Construction of WB Right-Turn Lane at Aviation Boulevard And Marine Avenue Intersection Improvement	Oct-Dec 12-13 Quart	\$2,100																																																																																																																																																																																																																																																
MR312.36 PD, D, R, C	City of Lawndale N25 - Traffic Signal Improvements Citywide		\$1,500																																																																																																																																																																																																																																																
MR312.37 C	City of Carson N34 - Sepulveda Boulevard widening from Alameda Street to ICTF Driveway		\$1,158																																																																																																																																																																																																																																																
MR312.44 C	City of Hawthorne N26 - Hawthorne Blvd Arterial Improvements From El Segundo Blvd. to Rosecrans Ave	Dec 2013 Month	\$5,366																																																																																																																																																																																																																																																
First Funding FY 2013-2014																																																																																																																																																																																																																																																			
MR312.24	Caltrans F38 - PAED I-110 Aux lane from SR-91 to Torrance Blvd Aux lane & I-405/1-110 Connector		\$20,000																																																																																																																																																																																																																																																
MR312.25	Caltrans B7A - PAED I-405 at 182nd St./Crenshaw Boulevard		\$20,000																																																																																																																																																																																																																																																
MR312.26	Torrance B7B - I-405 at 182nd St. /Crenshaw Blvd. operational improvements		\$15,300																																																																																																																																																																																																																																																
MR312.29	Caltrans FN1 - ITS: PCH and Parallel Arterials from I-105 to I-110 connector		\$9,000																																																																																																																																																																																																																																																
MR312.32	City of Manhattan Beach N13 - Aviation Blvd at Marine Ave Intersection Improvement in the City of Manhattan Beach		\$1,500																																																																																																																																																																																																																																																
MR312.35	City of Manhattan Beach F43 - Sepulveda Blvd at Manhattan Beach Blvd Intersection Improvement		\$980																																																																																																																																																																																																																																																
MR312.40	City of Torrance F50 - Pacific Coast Highway at Vista Montana/Anza Ave Intersection Improvement		\$2,900																																																																																																																																																																																																																																																
MR312.42	City of Redondo Beach N18 - Construction of SB Right-Turn Lane at Inglewood Ave and Manhattan Beach Blvd		\$5,175																																																																																																																																																																																																																																																
MR312.43	City of Lomita F53 - Intersection Improvement at Western/Palos Verdes Dr. and PCH/Walnut		\$900																																																																																																																																																																																																																																																

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Project Progress Report

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	City of Los Angeles																																																														
G	N31 - Review of Feasibility Study on Del Amo Blvd from Western Ave to Vermont Ave		\$100																																																												
	City of Torrance																																																														
G	PCH from Calle Mayor to Janet Ln- Safety guardrail, fencing & landscaping project to prevent illegal mid-block pedestrian crossing and vehicle incursion onto PCH from a frontage road on the southside of PCH used as a student drop off area for South High School which is on the north side of PCH. SBHP funding is limited to the lesser of \$852K or the funds needed beyond a potential federal safety grant to construct the southside safety improvements.		\$852																																																												
First Funding FY 2014-2015																																																															
G	City of El Segundo N55 - Park Place from Nash St to Allied Way- Roadway extension and railroad grade separation		\$350																																																												
G	MR312.27 City of El Segundo F39 - Sepulveda Blvd arterial Improvements From Imperial Highway to Crenshaw Blvd		\$400																																																												
G	City of Torrance PCH at Madison Ave- Signal Upgrades to provide left-turn phasing		\$500																																																												
G	City of Torrance 3 Southbound turn lanes @ Del Amo Blvd, 208th St, Transit Center Entrance, Signal Improvements at 2 and new signal @ Transit Center		\$3,300																																																												
First Funding FY 2015-2016																																																															
G	MR312.34 City of Manhattan Beach Construct southbound right-turn lane. Aviation Boulevard Phase 1: Intersection Projects		\$1,500																																																												
First Funding FY 2016-2017																																																															
G	MR312.51 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		\$2,298																																																												
First Funding FY 2017-2018																																																															
G	MR312.47 City of Hawthorne Prairie Ave from 118th St to Marine Ave- Signal Improvements		\$1,237																																																												
First Funding FY 2018-2019																																																															
G	MR312.45 Caltrans PAED/Implement an Integrated Corridor Management System along the SR -110 Corridor between Artesia Boulevard and the I-405. The project will integrate freeway, arterial and transit operations, implement a Decision Support System for coordinated agency operations and traveler information systems.		\$1,000																																																												
PROJECT STUDIES																																																															
G	EI Segundo Commuter Bikeways Aviation Blvd, Douglas St. and EI Segundo Blvd- Feasibility study to establish three bicycle corridors within the city limits which are near large employers and adjacent to green line stations.		\$150																																																												
G	City of Inglewood Manchester/La Cienega- PSR for Bundled Projects: Channelize and raise median Manchester Boulevard from Ash Avenue to La Cienega Boulevard, Improve turn radii La Cienega Boulevard at Manchester Boulevard, Improve turn radii and through-right lane La Cienega Boulevard at Florence Avenue		\$50																																																												
G	City of Lawndale Redondo Beach Blvd. at I-405, from Hawthorne Boulevard to Prairie Avenue- PS&E / ROW Acquisition; Signal upgrades, concrete pads for transit, ADA ramps		\$771																																																												
G	Port of LA Vincent Thomas Bridge 110 Connector		\$1,000																																																												
G	City of Torrance Western/Sepulveda- Design and Environmental Only: Add northbound left-turn lane; widen and restripe for dual eastbound left-turn lanes and westbound right-turn lanes, modify signals AND WESTBOUND DOUBLE LEFT TURN LANES.		\$1,850																																																												
G	City of Torrance PCH/Hawthorne Park & Ride Feasibility Study		\$150																																																												

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Project Progress Report

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G	City of Hermosa Beach		\$100																																																																																																																																																																																																																																																
G	City of Manhattan Beach		\$50																																																																																																																																																																																																																																																
G	Various		\$300																																																																																																																																																																																																																																																
G	Caltrans		\$700																																																																																																																																																																																																																																																
G	City of Torrance		\$1,300																																																																																																																																																																																																																																																
G	City of Torrance		\$880																																																																																																																																																																																																																																																

Completed Projects																																																																																																																																																																																																																																																				
C	MR312.18 D, C	City of Torrance N47 - Maple Ave at Sepulveda Blvd. Intersection Improvements	Jul-Sep 13-14 Quart	\$600																																																																																																																																																																																																																																																
C	MR312.03 C	City of Hawthorne F11 - Rosecrans Ave Arterial Improvements from I-405 SB Off-Ramp to ISIS Ave	May 2012 Month	\$2,100																																																																																																																																																																																																																																																
C	MR312.13 C	City of Redondo Beach N17 - Aviation Blvd at Artesia Blvd Intersection Improvements	Dec 2012 Month Quart	\$22																																																																																																																																																																																																																																																
C	MR312.14 C	City of Redondo Beach N19 - Inglewood Ave at Manhattan Beach Blvd Intersection Improvements	Dec 2012 Month Quart	\$30																																																																																																																																																																																																																																																
C	MR312.22 D, C	City of El Segundo N69 - Maple Ave Arterial Improvements from Sepulveda Blvd to Parkview Ave	Nov 2013 Month	\$2,500																																																																																																																																																																																																																																																
C	MR312.19 PD, D, C	City of Gardena N53 - Artesia Blvd at Western Ave Intersection Improvements (WB Left Turn Lanes)	Jan 2014 Month	\$675																																																																																																																																																																																																																																																

DRAFT

LEGEND	Description
Funding Agreement	Date Funding Agreement Signed
Planning and Preliminary Design PD	Project Planning phase develops the concept for the project including the project requirements, the preliminary design addresses the requirements. This phase also includes Project Approval/Environmental Documentation if required for the project to proceed.
PS&E D	Plans Specifications and Estimate - This comprises all work to develop construction contract plans, specifications, engineer's estimate, contract bid documents, allocation of funds, contract award, and contract approval
ROW R	Right of Way - The Right of Way acquisitions are for the locally preferred concept/alternative are identified
Construction C	Construction - All construction related activities.
	On-Going Project Monitoring
	Previous Month Project Status
	New Project Progress

Color Code	Parameters
G	Within 6 months of schedule and on budget
Y	Behind schedule by more than 6 months or concerns over expenditures
R	Change in Scope and/or Budget requires Funding Agreement Amendment
C	Project Completed

PC	Projected P roject Completion Date
DC	Projected D esign Completion Date
NR	Next Report
ROW	Projected R IGHT OF WAY Completion Date

Attachment G

South Bay Cities Measure R- February 2014 Project Risk Report

Note: Updates are in **bold text**

YELLOW Old ID F46 / MTA ID MR312.06

Sponsor: City of Redondo Beach

PM: John Mate

Project Title: PCH Arterial Improvements from Anita St to Palos Verdes Blvd

Issue 1) Jan 2013 - Pending distribution of RFP. April 2013 - RFP to be issued in June 2013

Remediation Note: Iteris to confirm RFP distribution

Target Resolution Date: April 8, 2013 – June 30, 2013

Issue 2) Feb 2013 - Potential ROW/Construction cost increase.

Remediation Note: Iteris to confirm project cost following completion of design

Target Resolution Date: Feb 2014 **MARCH 5, 2014 LIVE REPORT**

Month(s) Delay: **27 months**

YELLOW Old ID F47 / MTA ID MR312.07

Sponsor: City of Redondo Beach

PM: John Mate

Project Title: PCH at Torrance Blvd Intersection Improvements

Issue 1) Feb 2013 - Concern over Ped access Design. March 2013 - Agency confirmed need for design change to accommodate Ped access. April 2013 - Design change dependent on new funding (see issue # 2)

Remediation Note: City to incorporate pedestrian access in design

Target Resolution Date: April 30, 2013 – May 31, 2013 – June 30, 2013

Issue 2) Feb 2013 - Design cost concerns. Low EV on Project design budget (65% Spent vs. 35% completed). March 2013 - Change order for additional design anticipated. May 2013 - Design change order is \$30K. City looking at other funding sources to cover increase (i.e. Developer fee account)

Remediation Note: City to identify funding impact

Target Resolution Date: May 31, 2013 – June 30, 2013 **MARCH 5, 2014 LIVE REPORT**

Month(s) Delay: **25 months**

Attachment G

South Bay Cities Measure R- February 2014 Project Risk Report

Note: Updates are in **bold text**

YELLOW Old ID F48 / MTA ID MR312.08

Sponsor: City of Redondo Beach

PM: John Mate

Project Title: PCH at Palos Verdes Blvd Intersection Improvements

Issue 1) Feb 2013 - Consultant selected to start design May '13 Design Fee \$6K over budget - Concern over project budget and schedule. March 2013 - Agency seeking additional funding to cover additional costs. April 2013 - Funding impact of \$18K identified and Metro agreed to transfer funds from Construction to Design with the condition that the City come back to Metro and SBCCOG following completion of design, and prior to construction, to confirm that the total project cost is projected to remain within the original estimate. May 2013 - City is preparing revised FA to submit to Metro

Remediation Note: City first to identify funding impact. City to amend FA with Metro with no increase in total budget at this time.

Target Resolution Date: April 30, 2013 – May 31, 2013 – June 30, 2013 **MARCH 5, 2014 LIVE REPORT**

Month(s) Delay: **27 months**

(YELLOW) Old ID N14 / MTA ID MR312.33

Sponsor: City of Hawthorne

PM: Akbar Farokhi

Project Title: Construction of WB right-turn lane at Aviation Blvd and Marine Ave Intersection Improvement

Issue 1)

Remediation Note:

Target Resolution Date:

Month(s) Delay: **11 months**

Attachment G

South Bay Cities Measure R- February 2014 Project Risk Report

Note: Updates are in **bold text**

RED Old ID F58 / MTA ID MR312.20

Sponsor: City of Redondo Beach

PM: John Mate

Project Title: Aviation Blvd at Artesia Blvd Intersection Improvements

Issue 1) Feb 2013 - City waiting for executed design contract - Need design to confirm ROW and construction cost. March 2013 - Continuing negotiations with landowner. Design completion date delayed to August 2013.

Remediation Note: City to complete design

Target Resolution Date: August 2013 **MARCH 5, 2014 LIVE UPDATE**

Month(s) Delay: **27 months**

YELLOW Old ID N/A / MTA ID MR312.28

Sponsor: City of Manhattan Beach

PM: Ed Kao

Project Title: Seismic retrofit of Sepulveda Blvd bridge 53-62

Issue 1) Feb 2013 - Seismic retrofit to be done with CFP bridge widening project.

Remediation Note: City and Metro to conclude negotiations and execute FA with new scope. April 2013 – See issue 3

Target Resolution Date: March 31, 2013 - May 31, 2013

Issue 2) April 2013 - Caltrans requesting geometric and project limit change - May 2013 - City met with Caltrans on 5/28 to finalize project requirements and limits. Design will start and be completed by June 2014. Estimated start of construction Fall 2014.

Remediation Note: City to resolve Caltrans issues May 2013 - Iteris to confirm construction cost estimate

Target Resolution Date: May 31, 2013 June 30, 2013

Month(s) Delay: N/A - No Funding Agreement - Potential 24 months

Attachment G

South Bay Cities Measure R- February 2014 Project Risk Report

Note: Updates are in **bold text**

YELLOW Old ID N34 / MTA ID MR312.37

Sponsor: City of Carson

PM: Massoud Ghiam

Project Title: Sepulveda Boulevard widening from Alameda Street to ICTF Driveway

Issue 1)

Remediation Note:

Target Resolution Date:

Month(s) Delay: **19 months**

YELLOW Old ID N26/ MTA ID MR312.44

Sponsor: City of Hawthorne

PM: Akbar Farokhi

Project Title: Hawthorne Blvd Arterial Improvements from El Segundo Blvd. to Rosecrans Ave

Issue 1)

Remediation Note:

Target Resolution Date:

Month(s) Delay: **19 months**

YELLOW Old ID F42 / MTA ID MR312.04

Sponsor: City of Manhattan Beach

PM: Ed Kao – Mike Guerrero

Project Title: Sepulveda Blvd at Marine Ave Intersection Improvements (WB Left Turn Lane)

Issue 1) March 2013 - Pending completion of Caltrans design review process.

Remediation Note: City to address comments and secure Caltrans approval. May 2013 - Caltrans comments addressed, city to resubmit PS&E

Target Resolution Date: May 31, 2013 - June 30, 2013

Month(s) Delay: Projected 5-months - 6 – months **26 months**

Attachment G

South Bay Cities Measure R- February 2014 Project Risk Report

Note: Updates are in **bold text**

(YELLOW) Old ID F45 / MTA ID MR312.05

Sponsor: City of Hermosa Beach

PM: Frank Senteno

Project Title: PCH (SR-1/PCH) Improvements between Anita St and Artesia Blvd

Issue 1) Feb 2013 - No progress reporting. April 2013 – City unsuccessfully attempted to report progress. City reviewing consultant proposal for support.

Remediation Note: Iteris to draft memo to SBCCOG Executive Director to discuss with City Manager. Iteris to follow up with agency. May 2013 – City hired consultant to prepare monthly reports

Target Resolution Date: April 8, 2013 - May 31, 2013 **APRIL 2, 2014 LIVE UPDATE**

Month(s) Delay: **12 months**

YELLOW Old ID N6 / MTA ID MR312.12

Sponsor: City of Inglewood

PM: Chad Sweet

Project Title: City of Inglewood Citywide Phase IV

Issue 1) April 2013 – RFP to be distributed in May 2013 - May 2013 - RFP distribution delayed to July 2013 due to other City priorities

Remediation Note: Iteris to confirm distribution

Target Resolution Date: May 31, 2013 – July 31, 2013 **APRIL 2, 2014 LIVE UPDATE**

Month(s) Delay: 7-months – 8 - months **16 months**

YELLOW Old ID N22 / MTA ID MR312.15

Sponsor: City of Lawndale

PM: Nasser Abbaszadeh

Project Title: Inglewood Ave From 156th St to I-405 SB On Ramp Improvements

Issue 1) May 2013 – Updated schedule requested

Remediation Note: Iteris to coordinate with Agency

Target Resolution Date: June30, 2013

Month(s) Delay: **20 months**

Attachment G

South Bay Cities Measure R- February 2014 Project Risk Report

Note: Updates are in **bold text**

YELLOW Old ID N42 / MTA ID MR312.17

Sponsor: City of Gardena

PM: John Felix

Project Title: Rosecrans Ave Arterial Improvements from Vermont Ave to Crenshaw Blvd

Issue 1) **Project is close to a year behind the original schedule which was determined when the MOU was drawn. Design contract was awarded to PSOMAS on December 11, 2012. Review of 95% PSE by staff continues.**

Remediation Note: **Expedited Contract Award; contract execution will be processed asap and design will also be expedited to catch up with the initial schedule.**

Target Resolution Date: **February 2014**

Month(s) Delay: **10 months**

List of projects **without** Metro Funding Agreements:

FY 2012-2013

Manhattan Beach – MR312.28 (F41)

SBCCOG – MR312.31

FY 2013-2014

Caltrans - MR312.24 (F38)

Caltrans – MR312.25 (B7A)

Torrance – MR312.26 (B7B)

Caltrans – MR312.29 (FN1)

Manhattan Beach – MMR312.32 (N13)

Manhattan Beach – MR312.35 (F43)

Torrance –MR312.40 (F50)

Redondo Beach – MR312.42 (N18)

City of LA – Del Amo Blvd (ID number to be assigned by Metro)

Torrance – PCH from Calle Mayor to Janet Lane (ID number to be assigned by Metro)

South Bay Cities Council of Governments

March 5, 2014

TO: SBCCOG Measure R Oversight Committee

FROM: Jacki Bacharach, Executive Director
Steve Lantz, SBCCOG Transportation Consultant

SUBJECT: South Bay Highway Program Quarterly Report

BACKGROUND

The Measure R Oversight Committee has requested a quarterly report on the status of the South Bay Highway Program. This includes a summary of activity for the period April 1, 2013 through June 30, 2013 (Exhibit 1).

RECOMMENDATION

Receive and file

**South Bay Measure R Highway Program Implementation
Quarterly Progress Report for October 1, 2013 to December 31, 2013**

This Progress Report covers activities undertaken by the SBCCOG staff and SBCCOG consultants in support of SBCCOG Measure R South Bay Highway Program (SBHP) for the period from 9/1/2013 to 12/31/2013.

SBHP Program Administration / Intergovernmental Activities:

- Iteris held internal weekly team progress meetings and carried out the monthly SBHP project reviews.
- All consultants submitted monthly invoices, work logs and progress updates as required in their contracts.
- Regular communications were held between the consultants and SBCCOG staff to develop and deliver required agendas, minutes for the Measure R Oversight Committee and Infrastructure Working Group.
 - Steve Lantz provided individual SBHP orientation presentations to 8 consulting firms and 3 elected officials / staff representatives.
- By December 31, 2013, SBHP Technical Services bench contracts were executed with all but one firm. The process to complete the remaining contract was delayed due to significant staffing changes at the firm.
- Steve Lantz participated in the International Urban Freight Conference Oct. 8-10.
- Steve Lantz participated in a meeting on the Gateway Cities COG's Strategic Transportation Plan on Oct. 14 and the Gateway Cities COG General Assembly on December 4 which was dedicated to their Strategic Transportation Plan.
- Steve Lantz participated in a Metro briefing on their reorganization on October 18.
- Steve Lantz participated in the UCLA Symposium at Lake Arrowhead October 20-22.
- The Consultants and SBCCOG staff prepared and submitted the July 1– September 30, 2013 SBHP Quarterly Report and invoice to Metro. The quarterly report and status of the Consultants contracts were presented at the November 2013 Oversight Committee meeting and November 2013 Board of Directors Meeting.
- Steve Lantz continued work with SBCCOG staff to complete the new SBCCOG Measure R website, Phase 1 and scoping of Phase 2 website enhancements.
- Steve Lantz participated in a Metro Highway Advisory Committee meeting on November 4.
- Steve Lantz prepared monthly Transportation Updates in October, November and December.
- Steve Lantz participated in a Metro Countywide Goods Movement Arterial Plan meeting on November 16.
- Steve Lantz participated in a briefing on Metro's Mobility Matrices on November 27.
- Steve Lantz reviewed and commented on four SBCCOG Strategic Planning Documents on December 26.
- Marcy Hiratzka and Steve assisted the city of El Segundo in planning a January 16, 2014 ribbon cutting ceremony for the Maple Ave. improvement project.

- Steve Lantz prepared request for Metro to be lead agency and provide matching funds for a Strategic Growth Council grant application as an element of Metro’s Mobility Matrix planning assistance program on December 28.
- Steve Lantz revised Measure “X” Neighborhoods First White Paper on December 30.
- Steve Lantz prepared a proposal to simplify SBHP administration on December 30 for consideration by MRO and IWG in January 2014.
- Iteris Team Transition of Administration / Contract Close Out
 - Iteris held a Monthly Project Progress and Risk reporting review and training session with SBCCOG staff in Iteris’ Los Angeles office on December 16.
 - Iteris and SBCCOG staff reviewed hosting options for the transfer and ongoing administration of the SBHP project database and web-based map.

SBHP Meeting Support Activities

- Steve Lantz and Marcy Hiratzka administered and the Iteris team participated in the October and November meetings of the Infrastructure Working Group and Measure R Oversight Committee. Neither committee met in December.

South Bay Highway Program Implementation Plan Update Activities:

- Steve Lantz prepared monthly updates of the 3-month look-ahead calendar and the SBHP Annual Implementation Plan Update calendar for inclusion in the monthly Measure R Oversight Committee and Infrastructure Working Group agenda packets.
- Steve Lantz continued the advocacy outreach with Metro staff and with L. A. City Councilman Mike Bonin to revert Metro’s boundaries for Westside and South Bay sub-regional programs to be consistent with the SBCCOG Board approved map of SBCCOG boundaries.
- Steve Lantz and Iteris team compiled the FY2014-2020 Metro SBHP Budget Request which was approved by the Measure R Oversight Committee and SBCCOG Board in November 2013. The request was submitted to Metro in December 2013.

SBHP Project Reporting and Oversight Activities:

- The Iteris team and HDR-InfraConsult continued to receive and review lead agency monthly and quarterly reports from Metro FTP site as lead agencies continued throughout the quarter to submit hard copy reports that are being entered into the PMIS database by Metro staff.
- Iteris updated the project folders in support of the Project Oversight process
- Iteris/Jacobs met monthly to review the analysis of the monthly reports and evaluated projects to determine if schedule delay or design changes could have impact on project budget.
- Iteris prepared Project Progress Summary and Risk Report for submission to the October, November MRO Committee. The Infrastructure Working Group reviewed the monthly Progress Reports but not the Risk Reports. Both reports were prepared and circulated to MRO members in December.
- No Metro or Caltrans project review meetings were held in this period.

Project updates:

- MR312.22 – City of El Segundo. Maple Ave Arterial Improvements from Sepulveda Blvd to Parkview Ave project is complete. The final street resurfacing was completed over the weekend of 11/01/2013.

- Iteris coordinated with the City of El Segundo in responding to a developer's questions regarding the potential for Measure R funding the developer's Park Place improvements.

Metro 2013 Call for Projects Activities:

- Steve Lantz participated in a post-Call for Projects debriefing for Hermosa Beach staff on October 15.

SBHP Project Development Activities:

- Steve Lantz and Metro staff met on December 2 to revise the I-105/I-405 corridor study scope of work.
- Steve Lantz assisted the City of El Segundo to obtain Caltrans approval for an alternate route sign to be erected northbound on Sepulveda Blvd. (a state highway) approaching Maple Ave.
- Metro, Steve Lantz and COG staff met during December with each SBHP project lead agency to discuss SBHP project development studies that will be implemented by lead agencies and how the SBCCOG will use the new technical consultant bench. Metro approved proceeding with the studies before the Metro Board approves the entire SBCCOG Measure R budget request in March 2014 to assist lead agencies to advance project development toward execution of a funding agreement or a future Call for Projects application.

Highway Monitoring System / Strategic Transportation Element Activities:

- Steve Lantz continued to meet with LA County (Jane White), Metro (Steve Gota, Frank Quon, and Lan Saadatnejadi) to review the South Bay Arterial Detection Project, STE monitoring criteria, Metro's county-wide performance monitoring requirements, and to resolve South Bay communications system hosting issues.

SBHP Project Web Site Activities:

- The Iteris team held internal website database transition meetings.
- Iteris submitted the Measure R project database in spreadsheet format to SBCCOG on December 26.
- Iteris submitted the application, data and installation instructions for the web-based Measure R Project Map on December 26.

South Bay ITS Plan Activities:

- Preparation of Final version
 - The Iteris team delivered ITS Plan final version on October 31.
 - The Iteris team responded to comments received from LA County DPW on December 12.
 - The Iteris team delivered ITS Plan final version 2 on December 26.

South Bay Measure R Highway Program

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

March 2014	April 2014	May 2014
<p>5. Measure R Oversight Committee</p> <ul style="list-style-type: none"> • Review Project Progress Report • Review Project Risks Report • Project Progress Spotlight • Recommend potential change in SBHP Project Monitoring process • Recommend administrative cost Policy • Review SBHP Quarterly Report • Review status of SBHP Bench Contracts / Task Orders • Review 3-month look ahead • Review SBHP Implementation Calendar <p>10. Steering Committee</p> <p>19. IWG Meeting</p> <p>27. Metro Board</p> <ul style="list-style-type: none"> • Approve Amended Metro FY 2014-2020 SBHP Funding Request <p>27. SBCCOG Board</p> <ul style="list-style-type: none"> • Approve administrative cost policy • Approve new SBHP project Monitoring process 	<p>2. Measure R Oversight Committee</p> <ul style="list-style-type: none"> • Review Project Progress Report • Review Project Risks Report • Project Progress Spotlight • Recommend technical services bench task orders • Review status of SBHP Bench Task Orders • Review 3-month look ahead • Review SBHP Implementation Calendar <p>14. Steering Committee</p> <p>16. IWG Meeting</p> <p>24. Metro Board</p> <p>24. SBCCOG Board</p>	<p>7. Measure R Oversight Committee</p> <ul style="list-style-type: none"> • Review Project Progress Report • Review Project Risks Report • Project Progress Spotlight • Recommend technical services bench task orders • Review status of SBHP Bench Task Orders • Review 3-month look ahead • Review SBHP Implementation Calendar • Review semi-annual Metro Budget Request • Review SBHP Quarterly Report <p>12. Steering Committee</p> <p>21. IWG Meeting</p> <ul style="list-style-type: none"> • Review semi-annual Metro Budget Request • Review SBHP Quarterly Report <p>22. Metro Board</p> <p>22. SBCCOG Board</p>

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Attachment J 2014 Measure R South Bay Highway Program Annual Update Calendar Updated 22/22/14

The Measure R South Bay Highway Program includes annual updates of the Implementation Plan and the Metro budget request. The 2014 calendar includes a minor revision to the Implementation Plan with a review of schedules and costs for current projects and potential new projects to the program. The process also includes an annual budget submittal for Metro Measure R funding from Fy 2014 to Fy 2020. The SBHP Implementation Plan is revised biennially with the next update due in July 2015.

Phase	Committee	Start	End	Jan. '14	Feb. '14	Mar. '14	Apr. '14	May '14	Jun. '14	Jul. '14	Aug. '14	Sep. '14	Oct. '14	Nov. '14	Dec. '14
Program Status Report	IWG	Quarterly			Review			Review			Review			Review	
	Oversight	Quarterly			Review			Review			Review			Review	
	SBCCOG	Annual	Sept.									Review			
Semi-annual SBCCOG SBHP Metro Budget Request Programming	IWG	April, Sept.	May, Oct.				Review	Review				Review	Review		
	Oversight	May, Oct.	Oct., Nov.					Review	Recom.				Review	Recom.	
	SBCCOG	May, Oct.	June, Nov.					Review	Approve					Approve	
	Metro	January, July	March, Sept.	Metro staff review		Metro Board Approve					Metro staff review	Metro Board Approve			
Biennial SBHP Implementation Plan Update (Next due in July 2015)	IWG	April	June				N/A	N/A	N/A						
	Oversight	May	June					N/A	N/A	N/A					
	SBCCOG	July	July							N/A					
Funding Agreements	Lead Agencies	May, October	June, Nov.				Execute March '14 Metro-approved FAs					Execute September '14 Metro-approved FAs			