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

Wednesday, July 10, 2019

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

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

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

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<tr>
<th>Meetings Open to the Public</th>
<th>Agency Staff Only Meetings</th>
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<tr>
<td>August 14, 2019</td>
<td>September 11, 2019</td>
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<tr>
<td>October 9, 2019</td>
<td>November 13, 2019</td>
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<tr>
<td>February 12, 2020</td>
<td>January 8, 2020</td>
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</tbody>
</table>

Lunch, including beverage and tip, is available at a cost of $30.00 per person and must be paid in cash. **No credit cards.** Payment will be collected during the meeting. To ensure adequate food and seating for everyone, please RSVP your attendance and whether you will be purchasing lunch by close of business, Thursday, June 6, 2019 to David Leger at: DavidL@southbaycities.org

12:00 p. m.  Self-Introductions & Approval of the June 12, 2019 IWG Meeting Notes (Attachment A)

12:05 p. m.  Agency & Other Update Reports
- SBCCOG – Program update – Jacki Bacharach
- Transportation Update (Attachment B)
- SOUTH BAY TRAFFIC FORUM, LA County DPW – Update
- Caltrans District 7 South Bay Projects – Update
- L. A. Metro - Updates
  - L. A. Metro Board Actions - Update
  - Metro TAC & Streets and Freeway Subcommittee Actions

12:10 p. m.  Measure R SBHP
- Annual Program Evaluation Summary Table; Lead Agency Progress Reviews (Attachment C – to be distributed at meeting)
- SBHP Project Funding Agreement Extensions and Supplemental Funding (Attachment D)
- SBHP Metro Budget Request – Status Update

12:15 p. m.  Measure M MSPs
- MSP 5-Year Project Lists - Status Update
- Local Transportation Network – Status Update

12:30 p. m.  Spotlight Presentation: Applications on the South Bay Fiber Network (SBFN) - Regional Integration of Intelligent Transportation Systems (RIITS)

1:25 p. m.  Three-Month Look Ahead (Attachment E)

1:30 p. m.  Announcements / Adjournment

**NOTE:** The August 14th, 2019 IWG meeting is open to the public. To include an item on the August 14th agenda, e-mail to lantzsh10@gmail.com by July 31st, 2019.
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South Bay Cities Council of Governments  
Infrastructure Working Group Meeting Notes – June 12, 2019

Attendees: Chair Stephanie Katsouleas (Manhattan Beach); William Mendoza (Gardena); Reed Salan (Hermosa Beach); Louis Atwell (Inglewood); Sandy Taylor, Prem Kumar & Tim Birthsel (Manhattan Beach); Ted Semaan, Lauren Sablan & Didar Khandker (Redondo Beach); David Wahba (Rolling Hills Estates); Art Reyes & Steve Finton (Torrance); Jimmy Shih (Caltrans); William Johnson & John Ickis (LA County DPW); Catherine Saint, Steve Gota, Eva Moon & Mark Dierking (Metro); Asia Powell (CPUC); Jacki Bacharach & Aaron Baum (SBCCOG); David Grethen (Hermosa Beach PW Commission); Dave Daigle & Mark Hines (ADF); Anissa Voyiatzes (Ar durra); Wayne Richardson (HDR); Jane Cataldo (Lynn Capouya); Myriam Frausto (Mark Thomas); Scott Simpson (MARRS); Charlene Palmer (NCE); Janna McKhann (NexTech); Jeff Cooper (NV5); Doug Johnson (Project Partners); Michelle Soisson (Roux Assoc.)

I. Self-Introductions and Approval of May 8, 2019 Meeting Notes – Chair Stephanie Katsouleas called the meeting to order at 12:05 pm. The May 8, 2019 meeting notes were approved without objection.

II. Agency & Other Reports

SBCCOG: Ms. Bacharach reported the following:
- Caltrans co-location: Caltrans has moved into the SBCCOG for a pilot project, rotating department staff at the SBCCOG office to provide a local contact for city staff. Details can be found on this handout: http://southbaycities.org/sites/default/files/infrastructure/HANDOUT_Caltrans%20Co-Location%20announcement.pdf
- General SBCCOG: The SBCCOG is moving office locations in December, likely to the Park Del Amo business park located at Crenshaw Blvd/ Sepulveda Blvd in Torrance. The move will take place in December. At the June Board of Directors meeting, there will be the election of officers, with the new Chair set be Christian Horvath of Redondo Beach. The 2020 General Assembly is scheduled for March 19, 2020 with a theme around “intersections” of things like data/housing/aging etc. If you have any speakers in mind, please forward those to Jacki Bacharach.
- Homeless issues: The homeless counts for individual cities are expected to be released next week.
- Energy Efficiency project: Do your best to complete energy efficiency projects by the end of 2019 due to the possibility of Edison eliminating incentives and rebates.

South Bay Traffic Forum, LA County DPW: John Ickis provided the South Bay Traffic Forum update. Details on all projects can be viewed in the entire report online at: http://southbaycities.org/sites/default/files/infrastructure/HANDOUT_June%202019%20South%20Bay%20Traffic%20Report.pdf

Caltrans: Mr. Shih reported that the STIP guidelines will be adopted by August 2019, with a workshop likely taking place in July. The 405/Crenshaw project is still on schedule and is expected to be listed for construction in March 2020. Work continues on the 405/110 interchange project.

L. A. Metro Updates

- L. A. Metro Board: Mr. Dierking reported that Metro and Caltrans Local Assistance held workshops for local cities at the beginning of May and will have additional ones in July (July 17th in Torrance at 9:30am). Panuco reported on the approval of the South Bay’s SmartNet project and the development of short-term implementable transportation applications. Ms. Saint reported that a list of SBHP projects needing time extensions is being developed and will be followed by one-on-one meetings with local jurisdictions to discuss the existing projects.

- Metro TAC & Streets and Freeways Sub-Committee: Mr. Semaan reported that Dr. Maria Slaughter is the new delegate to TAC and attended the meeting. Mr. Semaan added that the main item on the TAC agenda were Call for Projects project appeals for extensions. No S&F updates.

III. Measure R SBHP

- SBHP Metro Budget Request – Status Update
Ms. Bacharach reported that the budget request is going to the Metro Board in June.

- **Metro/SBCCOG Funding Agreement**
  The funding agreement question has been resolved and the SBCCOG agreement with Metro continues.

- **Annual Program Evaluation Tool and Summary Table**
  Ms. Bacharach reported on the Annual Performance Evaluation and pointed out the significant external delays on many of the projects. She requested that city staff contact the SBCCOG if any of the information is incorrect. The report can be viewed online at: [http://southbaycities.org/sites/default/files/infrastructure/HANDOUT_May%202019%20APE%20Report.pdf](http://southbaycities.org/sites/default/files/infrastructure/HANDOUT_May%202019%20APE%20Report.pdf)

### IV. Measure M MSPs

- **MSP 5-Year Project Lists – Status Update**
  Ms. Bacharach announced that about 10 of the approximately projects submitted by the SBCCOG require additional vetting by Metro. The Measure M MSP program of projects is expected to go to the Metro Board in September now, due to the Board being dark in August. Ms. Bacharach asked if any city projects will have issues with the September Board action. Metro will provide SBCCOG staff with the list of projects with outstanding issues and which will be circulated with city staff.

- **South Bay Smart Net funding – Status Update**
  Item was covered under the Spotlight Presentation.

- **Local Transportation Network – Status Update**
  Ms. Bacharach announced that a technical consultant (Fehr and Peers) has been hired. A state grant will fund the study that aims to define a safe on-the-road travel space for riders on neighborhood electric vehicles, scooters, bicycles, and more. This will likely be accomplished through signage and “sharrows” rather than physical lane separations. Mr. Baum added that the SBCCOG will be reaching out to city staff in the coming weeks to get further input on the project.

### V. Spotlight Presentation

- **South Bay Smart Net Broadband Project**
  Ms. Bacharach gave a brief history of the project and introduced the team working on the Smart Net project. The SBCCOG was recently given approval to use South Bay MSP funds to pay for the capital costs for connecting Phase 1 sites. A summary memo on the transportation related integrations requested by Metro as a condition of the funding was handed out and is available online: [http://southbaycities.org/sites/default/files/infrastructure/HANDOUT_South%20Bay%20SMART-NET%20Transportation%20Integration%20Project.pdf](http://southbaycities.org/sites/default/files/infrastructure/HANDOUT_South%20Bay%20SMART-NET%20Transportation%20Integration%20Project.pdf)

  Ms. Bacharach also reported that there is an opportunity to develop additional applications via funding from the State Budget (requested by Asm. Muratsuchi). Ms. Bacharach then introduced David Daigle of ADF, the lead proposed on the Smart Net project.

  Mr. Daigle briefly reviewed the project and explained the concept of the South Bay Fiber Network. Mr. Daigle explained that ADF is leveraging its partnerships to deliver this project, which will provide cities with access to 1GB speeds for approximately $1,000/month. Beyond transportation related applications, the network will provide access to educational, economic development, municipal, and yet-to-be identified benefits. Mr. Daigle also added that there will be clauses in the agreements to state maximum downtimes/repair response times, local maintenance crews, etc. There will also be a three-year price lookback that will re-evaluate prices.

### VI. Three-Month Look Ahead
- Received and filed.

### VII. Announcements & Adjournment

Chair Katsouleas adjourned the meeting at 1:20 pm until July 10, 2019 (public meeting). To include an item on the agenda, please email Steve Lantz (lantzsh10@gmail.com) by June 30, 2019.
July 1, 2019

TO: SBCCOG Transportation Committee – 7/8/19
SBCCOG Infrastructure Working Group – 7/10/19
SBCCOG Board of Directors – 7/25/19

FROM: Steve Lantz, SBCCOG Transportation Director

RE: SBCCOG Transportation Update Covering June 2019

Adherence to Strategic Plan:

Goal A: Environment, Transportation and Economic Development. Facilitate, implement and/or educate members and others about environmental, transportation and economic development programs that benefit the South Bay.

FEDERAL

House Appropriations Committee Approves Fy 2020 Transportation Funding

By a vote of 29 to 21, the House of Representatives Committee on Appropriations formally approved a fiscal year 2020 Transportation, Housing and Urban Development, and Related Agencies (THUD) funding bill on June 7th. The measure would provide the U.S. Department of Transportation with a total budget of $86.6 billion; roughly $167 million above the amount enacted for fiscal year 2019 and $3.7 billion above the amount requested in President Trump’s budget proposal last Spring. The bill includes:

- $48.9 billion for the Federal Highway Administration, which is $404 million below FY 2019 but $1.7 billion above the President’s budget request
- $13.5 billion for the Federal Transit Administration, which is $60 million above FY 2019 and $1.1 billion above the President’s budget request
- $2 billion for Amtrak
- $1.75 billion for discretionary Highway Infrastructure Programs, which is $1.5 billion below FY 2019 but $1.45 billion above the President’s budget request
- $1 billion for national infrastructure investments via the Better Utilizing Investments to Leverage Development or BUILD grant program
- $10 million to fund a new program, the Highly Automated Systems Safety Center of Excellence

The Appropriations Committee’s 2020 transportation funding measure is included in a five-bill package that began receiving consideration on the floor of the U.S. House of Representatives on June 20th. Besides transportation programs, the measure would dedicate funding for fiscal 2020 for programs at the Departments of Commerce, Interior, Veterans Affairs, Agriculture and Housing and Urban Development, as well as
Cities Create National Coalition To Figure Out How To Cope With All These Scooters
Scooter sharing caught cities flat-footed. In response, cities have created a new coalition, known as the Open Mobility Foundation, to figure out what to do with all these electric mobility devices parked on their streets and sidewalks.

L. A. Department of Transportation is leading the new foundation which has a long list of goals: improving safety; making sure dockless vehicles are equitably distributed across cities; ensuring scooters aren’t blocking the sidewalks or generally affecting the quality of life in cities; analyzing terabytes of data produced by scooters; and guaranteeing the privacy of scooter riders is protected.

LADOT is sharing a digital tool it created in 2018 called the Mobility Data Specification (MDS) with more than 50 cities across the U. S. to help cities manage all the scooter and bike-share companies hitting their streets. The application uses location data from scooters and bikes to inform transportation policy, such as where to place bike lanes, as well as enforcement actions, like which company’s customers aren’t following the rules of the road. Reportedly, the data would not be shared with police without a warrant, would not contain personal identifiers, and would not be subject to public records requests.

The new foundation is being co-founded by the Rockefeller Foundation, and will be advised by the New Cities Foundation. The National Association of City Transportation Officials (NACTO) unveiled a list of recommended best practices last month called “Managing Mobility Data”. Some private sector mobility providers are opposing the effort with legislation in California (AB 1112).

Mass Transit Ridership Down Across the Nation
Total U.S. transit ridership was down another 2.36 percent over the first three quarters of 2018. Heavy rail was down 2.86 percent; light rail, 3.97 percent. Bus trips were down 2.32 percent. The only category that came in higher was commuter rail. The numbers from Los Angeles are perhaps the most alarming. Through the first three quarters of 2018, L.A.’s heavy rail subway lost 4.45% of its riders; the light rail system lost 5.21%.

L. A. Metro buses have lost nearly 95 million trips over a decade, according to federal data. The 25% drop is the steepest among the busiest transit systems in the United States and accounted for the majority of California’s transit ridership decline.

Why are riders abandoning the transit systems? There isn’t one answer. Metro is studying the reasons people aren’t riding in Los Angeles through their Next Gen Study (see next). Other possible reasons for ridership declines stem from a complex mix of factors including: the rise of Uber and Lyft, flexible work schedules and work from home arrangements, the price of gasoline, concerns about safety and sanitation on the public transit system, a new ability of undocumented immigrants to obtain a driver’s license, and a rise in car ownership.
per household, especially around the edges of the urban core where housing is more affordable but transit is scarce.

**REGION**

**Next Gen Study Seeks To Grow Ridership, Improve Metro’s Market Share**

To reverse its decade-long ridership decline, Metro has spent the past two years analyzing its ridership and competing travel options to inform a redesign of its network of 165 lines and 14,000 stops for the first time in a generation. Metro staff is exploring options to grow ridership throughout its bus and rail network.

The analysis is based on data from 5 million phones, tablets and other devices showing where residents, tourists and business travelers go and whether the bus or train can compete with other mobility options.

One of the key initial findings is that when taking the train or bus is as fast or faster than driving, people will take transit 13% of the time, significantly up from the current 3% mode share.

However, the challenge is considerable. The average speed of a Metro bus has dropped 12.5% over the last 25 years, according to data analyzed by UCLA. The delays are worse on major corridors, including Vermont, which has at least 10 hours of severe congestion per day and an average local bus speed of 9 mph.

One lasting solution being considered is to create dedicated lanes for buses on major streets and bus rapid transit services with frequent stops in urban centers and less frequent stops in the suburbs. However, exclusive bus lanes are controversial since they impose a cost for drivers: a loss of parking, a loss of driving space, or both.

Advocates have also urged an expansion of “all-door boarding,” which allows riders to enter through any door on two of Metro’s busiest rapid bus routes on Wilshire and Vermont. The strategy could reduce wait times by 42 seconds when 30 people board at one stop, a Metro analysis found. However, fare collection and enforcement are a problem with all door boarding. In response, Metro CEO, Phil Washington has proposed the agency eliminate fares by imposing congestion pricing fees to replace the forgone fare revenues.

Service frequency is also a key to retaining and recruiting riders. Yet scheduled service hours fell from nearly 7.78 million in the 2008 fiscal year to 7 million in 2018, according to budget documents. Metro is considering more frequent service on routes that are conducive to trips of less than two miles. Those trips — to a daycare, a laundromat, or a grocery store — represent 46% of the county’s travel, but just 2% are taken on transit partly because most short trips are made outside rush hour, in the afternoon or evenings, when buses run less frequently.

The agency could add 500,000 trips per day if its share of short trips tripled to 6%, more than enough to make up for recent ridership declines. But it would require running buses
frequently enough that riding would be faster and easier than walking, biking or driving. Metro is considering designing bus routes that stop more often within major commercial and residential centers, and stop less often outside those areas.

Metro staff aims to present service concepts to the Metro Board in July and/or September and a draft service plan in November/December. Service changes are not expected until July 2020.

**Metro Wants Drivers to Rent Out Their Cars**

L. A. Metro is encouraging drivers commuting to a transit hub in Los Angeles to consider renting their car out while it sits in the parking lot all day. The transit agency has partnered with the car-sharing platform Getaround to allow participating drivers to place their personal cars at transit hubs and rent them to transit riders who may want to drive the final leg of their trip.

The service allows personal cars to be outfitted with technology to enable them to be located, unlocked and rented via a mobile app, much like users may unlock a bike or e-scooter. Prices start at $5 per hour, depending on the type of vehicle. Metro began its partnership with Getaround in February, licensing more than 100 car-share parking spaces at 37 Metro stations.

**L.A. Council Calls For Study Of Fines For Scooter/Bike Violators**

The Los Angeles City Council on June 25th called on its police and transportation agencies Tuesday to develop a list of possible fines the city should impose for infractions by riders of e-scooters or dockless bicycles. According to a report from the Los Angeles Fire Department, between Jan. 15 and May 25, there were a total of 80 reported incidents involving e-scooters, with 37 people requiring a trip to a hospital.

The council directed the Los Angeles Police Department and the Department of Transportation to examine the number of reports the city receives related to the devices, and to create a scale of fines for violators. The agencies were also asked to identify areas that are overpopulated with bikes and scooters, and to create a public education campaign about the city’s enforcement plans.

Once the city departments develop the proposed list of fines, the issue will return to the council for a final vote.

**TRENDS**

**Google Will Now Tell You How Crowded Or Late Your Bus Or Train Is Likely To Be**

Google announced on June 27th a new transit crowdedness prediction application in its Maps app that shows how crowded your bus or train is likely to be before heading out on your commute.

Google is basing these details on past rides as reported by its users. Over the past several months, after completing their trips, riders were given four options: many empty seats, few empty seats, standing room only, or cramped standing room only.
Google has collected enough data that it can begin offering predictions to customers who use Google Maps to plan their daily commute. The new feature is available in 200 cities around the globe.

In addition, Google Maps is also launching live traffic delays for buses in places where commuters don’t already have real-time information direct from local transit agencies. You’ll now be able to see if your bus will be late, how long the delay will be, and more accurate travel times based on live traffic conditions along your route. You’ll also see exactly where the delays are on the map so you know what to expect before you hop on your bus.

**Flying Taxis Are A Thing**

Development teams at Uber, Boeing, AirBus and others are separately developing flying taxis that they expect will begin service as soon as 2023. If Uber’s ambitious plans come to pass, L.A. and Dallas area motorists tired of sitting in mind-numbing traffic can opt for Uber Elevate’s ride-sharing taxi service by 2023.

The Uber vehicles, designed in partnership with Safran Cabin, meanwhile, will have four passenger seats and a space for luggage. The first Skyport for Uber Elevate’s flying taxi service will be built in Santa Clara, California through its real estate partnership with Related Companies. The second planned Skyport will be constructed in the Dallas-Fort Worth area of Texas in partnership with Dallas-headquartered Hillwood Investment Properties. Testing of the vehicles and Skyports is slated to start as early as next year. Uber estimates the cost of operating the vehicles to be around $700 per flight hour.

Skyport designer, Gensler, imagines a metropolis where passengers arrive on e-bikes, e-scooters, public transit, traditional ride sharing vehicles, or, in the future, autonomous vehicles, then dock or charge their electrical mode of transit, and explore the “Concessions Village” at the station level.

Boeing announced in June it has partnered with Mountain View, California-based Kitty Hawk — a relatively small startup backed by Google co-founder and Alphabet CEO Larry Page. Kitty Hawk has been developing a couple of small aircraft since its founding four years ago. Boeing said the new partnership will combine the innovation of Kitty Hawk’s team with Boeing’s scale and aerospace expertise, and gives the plane-maker access to an expanding and potentially lucrative market.

Boeing’s main rival, Airbus, has been making progress with its electric, autonomous Vahana VTOL aircraft, and there are at least ten other companies working on their own designs.
South Bay Cities Council of Government

July 10, 2019

TO: SBCCOG Transportation Committee

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

SUBJECT: Measure R South Bay Highway Program (SBHP) Project
         Funding Agreement Amendments

ADHERENCE TO STRATEGIC PLAN:
Goal A: Environment, Transportation and Economic Development. Facilitate, implement and/or educate members and others about environmental, transportation and economic development programs that benefit the South Bay.

BACKGROUND
SBCCOG staff has been working with Measure R SBHP lead agencies over the past year to implement the Annual Performance Evaluation (APE) process and to determine whether any active SBHP projects should be de-obligated or recommended for a funding agreement amendment to avoid expiration of funding or to obtain increased funding.

SBCCOG staff is working with Metro staff to ensure that funding agreement extension amendments for 14 projects are executed and complied with during FY 19-20. Meetings are being scheduled with the lead agencies for each of the projects and the Infrastructure Working Group has been informed of the affected projects and the review process. After SBCCOG Board approval of the recommendations, SBCCOG will ask Metro to approve the recommended funding agreement amendments. Attachment D.1 provides more background information on the status and history of each project.

Of the projects on Attachment D.1, only one project is requesting additional funding. City of Lomita is requesting an additional $79,000 from Measure R SBHP funds to be allocated to project MR312.43, for a revised total allocation of $1,585,000. Construction is completed and the additional funding will allow for reimbursement of additional costs due to increased contractor expenses for additional work required by Caltrans during construction. The City’s request letter is included as Attachment D.2.

RECOMMENDATIONS
Staff requests that the Transportation Committee recommends to the SBCCOG Board of Directors approval of one (1) year time extensions for the projects listed in Attachment D.1 and programming of an additional $79,000 for MR312.43.
<table>
<thead>
<tr>
<th>CITY</th>
<th>PROJECT #</th>
<th>PROJECT TITLE</th>
<th>AMENDMENTS TO DATE</th>
<th>YEARS LAPSING SINCE PROGRAMMED FUNDS</th>
<th>TOTAL PROGRAMMED FUNDS</th>
<th>EXPENDITURES TO DATE</th>
<th>AMOUNT LAPSING</th>
<th>PRIOR AMENDMENTS</th>
<th>NOTES</th>
</tr>
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<tbody>
<tr>
<td>El Segundo</td>
<td>MR312.57</td>
<td>Park Place Roadway Extension and Railroad Grade Separation Project</td>
<td>0 5</td>
<td>$350,000</td>
<td>$0</td>
<td>$350,000</td>
<td></td>
<td>City has completed Draft EIR. In preparation of determining funding for upcoming phases, Metro has requested additional traffic analyses be done. Therefore, City is requesting a time extension to complete that request.</td>
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<tr>
<td>Hermosa Beach</td>
<td>MR312.05</td>
<td>PCH (SR-1/PCH) Improvements between Anita St. and Artesia Boulevard</td>
<td>3 8</td>
<td>$574,754</td>
<td>$107,828</td>
<td>$196,172</td>
<td>Amendment 1 Time Extension; Amendment 2 Time Extension and additional funds; Amendment 3 Time Extension and additional funds</td>
<td>City awarded construction contract with a Notice to Proceed for June 2019. Longer than normal lead-times for signal poles have delayed the beginning of construction. Construction is expected to be completed by Fall 2019.</td>
<td></td>
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<tr>
<td>Inglewood</td>
<td>MR312.12</td>
<td>Intelligent Transportation System (ITS) Phase IV</td>
<td>3 7</td>
<td>$3,800,000</td>
<td>$1,825,701</td>
<td>$674,199</td>
<td>Amendment 1 Time Extension; Amendment 2 Time Extension; Amendment 3 Time Extension IP</td>
<td>Construction is nearing completion. An amendment is needed to allow for project close-out/punch list items.</td>
<td></td>
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<tr>
<td>Inglewood</td>
<td>MR312.43</td>
<td>Intersection Improvements at PCH/Walnut St &amp; Western Ave/IV Drive North</td>
<td>1 6</td>
<td>$0</td>
<td></td>
<td>$9,100,000</td>
<td>Amendment 1 Time Extension and additional funds</td>
<td>Construction is complete. Additional funding is requested (see attached letter) because of costs due to additional Caltrans requirements received during construction.</td>
<td></td>
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<tr>
<td>Manhattan Beach</td>
<td>MR312.28</td>
<td>Seismic retrofit of widened Bridge 53-62 from Sepulveda Blvd from 19th Street to south of Rosencrans Ave</td>
<td>1 6</td>
<td>$9,100,000</td>
<td>$0</td>
<td>$9,100,000</td>
<td>Amendment 1 Time Extension IP</td>
<td>City has recently completed Right of Way acquisition after lengthy court process which significantly delayed the project.</td>
<td></td>
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<tr>
<td>Manhattan Beach</td>
<td>MR312.06</td>
<td>Pacific Coast Highway improvements from Anita Street to Palos Verdes Blvd</td>
<td>3 8</td>
<td>$1,400,000</td>
<td>$188,843</td>
<td>$1,211,157</td>
<td>Amendment 1 Time Extension; Amendment 2 Time Extension; Amendment 3 Time Extension IP</td>
<td>City has started the Caltrans permitting process for Phase 1. Phase 1 Right of Way is expected to be completed by Fall 2020 with construction in early 2021.</td>
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<tr>
<td>Manhattan Beach</td>
<td>MR312.07</td>
<td>Pacific Coast Highway at Torrance Blvd intersection improvements (Northbound right turn lane)</td>
<td>2 7</td>
<td>$935,000</td>
<td>$165,768</td>
<td>$411,332</td>
<td>Amendment 1 Time Extension; Amendment 2 Time Extension and additional funds</td>
<td>Construction began May 2019. Longer than normal lead-times for signal poles have delayed the beginning of construction. Construction is expected to be completed by Fall 2021.</td>
<td></td>
</tr>
<tr>
<td>Redondo Beach</td>
<td>MR312.20</td>
<td>Aviation Blvd at Artesia Blvd intersection improvements (Northbound right turn lane)</td>
<td>3 8</td>
<td>$847,040</td>
<td>$197,422</td>
<td>$649,518</td>
<td>Amendment 1 Time Extension; Amendment 2 Time Extension; Amendment 3 Time Extension IP</td>
<td>City is currently in Design and Right of Way phases. The Right of Way process has experienced significant delays, but is expected to be complete in by end of 2020. Construction is expected to be completed in Spring 2021.</td>
<td></td>
</tr>
<tr>
<td>Inglewood</td>
<td>MR312.42</td>
<td>Inglewood Ave at Manhattan Beach Blvd intersection improvements (Southbound right turn lane)</td>
<td>0 6</td>
<td>$5,175,000</td>
<td>$207,955</td>
<td>$3,300,000</td>
<td>Amendment 1 Time Extension; Amendment 2 Time Extension and additional funds</td>
<td>Coordination with Metropolitan Water District and City of Lawndale have led to delays in the design completion. Design is expected to be completed fall 2019 with construction completed by December 2020.</td>
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<tr>
<td>Redondo Beach</td>
<td>MR312.22</td>
<td>Pacific Coast Highway at Hawthorne Blvd intersection improvements</td>
<td>1 5</td>
<td>$20,600,000</td>
<td>$9,089,169</td>
<td>$10,510,831</td>
<td>Amendment 1 Additional Funding</td>
<td>Significant delays have been experienced during the Caltrans permitting process. Most recently, additional Caltrans requirements have pushed project over a threshold that requires even more Caltrans approvals which are being addressed. Construction has been delayed to August 2020.</td>
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<tr>
<td>Torrance</td>
<td>MR312.23</td>
<td>Torrance Transit Park and Ride Regional Terminal Project 465 Crenshaw Blvd</td>
<td>3 7</td>
<td>$25,700,000</td>
<td>$11,271,383</td>
<td>$11,428,617</td>
<td>Amended and restated; Amendment 2 additional funds; Amendment 3 Time Extension</td>
<td>Project is in construction, but the heavy rainfall in late 2018/early 2019 significantly delayed progress. Construction is expected to be completed by January 2020 now.</td>
<td></td>
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<tr>
<td>Torrance</td>
<td>MR312.26</td>
<td>4-405 at 182nd St. / Crenshaw Blvd Operational Improvements</td>
<td>0 5</td>
<td>$15,300,000</td>
<td>$3,800,060</td>
<td>$1,409,940</td>
<td></td>
<td>City has been working with Caltrans to divide project responsibilities. City has been working with consultants on soil borings to determine soil remediation needs/costs.</td>
<td></td>
</tr>
<tr>
<td>Torrance</td>
<td>MR312.40</td>
<td>Pacific Coast Highway at Vista Montana/Artesa Ave Intersection Improvements</td>
<td>1 5</td>
<td>$2,900,000</td>
<td>$914,084</td>
<td>$2,346,916</td>
<td>Amendment 1 IP</td>
<td>City has delayed design work due to a West Basin project in the same intersection. The West Basin project has been significantly delayed, so to reduce further delay of the SBHP project, the city is moving forward. City has 95% design complete and plans to submit plans to Caltrans in Summer 2019 with construction taking place between January and June 2020.</td>
<td></td>
</tr>
<tr>
<td>Torrance</td>
<td>MR312.60</td>
<td>Crenshaw-from Del Amo to Dominguez - 3 SB turn lanes at Del Amo Blvd, 228th St., Transit Center Entrance, Signal Improvements at 2 new signal at Transit Center</td>
<td>1 5</td>
<td>$3,300,000</td>
<td>$232,278</td>
<td>$1,567,722</td>
<td>Amendment 1 Remove ROW from GOW</td>
<td>Project is in construction, but the heavy rainfall in late 2018/early 2019 significantly delayed progress. Construction is expected to be completed by January 2020 now.</td>
<td></td>
</tr>
</tbody>
</table>

Total: $84,427,020 $22,794,862 $55,632,160
June 13, 2019

Isidro Panuco,
Transportation Planning Manager Highway Program
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza - Mail Stop 99-22-4
Los Angeles, CA 90012

Steve Lantz,
Transportation Director
South Bay Cities Council of Governments
20285 Western Ave. Suite 100
Torrance, CA 90501

RE: Project MR – 312.43 [Route 1 PM 13.359; Route 213 PM 4.314] Intersection Improvements at PCH/Walnut St & Western Ave/PV Drive North

Dear Mr. Panuco and Mr. Lantz:

This letter serves to request an additional $79,000 for completion of Measure R Project No. MR-312.43. The project limits are within the intersection of Pacific Coast Highway (SR-1) and Walnut Street as well as Western Avenue (SR-213) and Palos Verdes Drive North. This project addresses the safety operation of the intersections by channelization, striping, traffic signals and lighting upgrades, curb, gutter, and sidewalk repairs, American with Disability Act (ADA) curb ramp construction, installation of signs, markings, delineation, intersection detection system and construction of PCC bus pads.

Design of this project was completed in December 2015, and the project plans and specifications were reviewed by Caltrans District 7, which issued an encroachment permit in November 2016. The construction of the project started on March 26, 2018, but due to long lead-time items as well as coordination work with Caltrans, the project has been delayed on a few occasions. Currently the construction of the project is complete.

The City’s request for additional funding from the Measure R South Bay Highway Program (SBHP) is necessary to pay the contractor for additional work and changes brought by Caltrans during construction. Caltrans requested a temporary signal plan as
the original plan did not meet their newly adopted 2018 Standards. A complete redesign of the temporary light signal was required for Walnut and Pacific Coast Highway Intersection. Moreover, the Caltrans Inspection Team brought a change during the installation of the traffic controller which needed to be programed with a Passive/Permissive signal head set up based off the 2018 Standard. This caused additional work for the contractor and additional inspection and construction and management time and costs.

The City respectfully requests that an additional $79,000 from the Measure R SBHP funds be allocated to Project MR – 312.43, for a revised Measure R SBHP allocation of $1,585,000. Your consideration is greatly appreciated.

Sincerely,

Mondher Saïed, PE
Senior Civil Engineer

Carla Dillon, P.E.
Public Works Director
## South Bay Measure R / Measure M Highway Programs

<table>
<thead>
<tr>
<th>July 2019</th>
<th>August 2019</th>
<th>September 2019</th>
</tr>
</thead>
</table>
| **8. SBCCOG Transportation Committee**  
- SBHP Project APE Report  
- SBHP Time Extensions  
- South Bay Measure M MSP Development Program Update | **12. SBCCOG Transportation Committee**  
- SBHP Project APE Report  
- South Bay Measure M MSP Development Program Update  
- Caltrans SB1 presentation | **9. SBCCOG Transportation Committee**  
- SBHP Project APE Report  
- South Bay Measure M MSP Development Program Update |
| **8. SBCCOG Steering Committee**  | **12. SBCCOG Steering Committee** |  |
| **10. IWG (Agency Only) Meeting**  
- SBHP Project APE Report  
- Spotlight: Applications on the South Bay Fiber Network – RIITS Integration | **14. IWG (Public) Meeting**  
- SBHP Project APE Report  
- Spotlight: Affordable Housing / Sustainable Cities Grant Program | **11. IWG (Agency Only) Meeting**  
- SBHP Project APE Report  
- Spotlight: LTN Slow Speed Network Study |
| **17. Measure M Task Force** | **15. Transit Operators Working Group** |  |
| **25. Metro Board Meeting** | **22. Metro Board Meeting** | **26. Metro Board Meeting**  
- Approval of MSP 5-Year Project Plans |
| **25. SBCCOG Board Meeting** | **22. SBCCOG Board Meeting** | **26. SBCCOG Board Meeting** |