AGENDA

Monday, July 8, 2019
10:30 a.m. – 11:45 a.m.

10:30 a.m. Welcome / Self-Introductions

10:35 a.m. Consent Calendar
a. June 10, 2019 Transportation Committee Minutes (Attachment A) – Approve
b. July 2019 Transportation Update (Attachment B) – Receive and file

10:40 a.m. Transportation Working Group Updates
a. Infrastructure Working Group
b. Transit Operators Working Group
c. Metro Service Council

10:45 a.m. Measure R South Bay Highway Program (SBHP)
a. SBHP Annual Performance Evaluation Report (Attachment C – to be distributed at meeting) – Receive and File
b. SBHP Project Funding Agreement Extensions and Supplemental Funding (Attachment D)
c. Status of SBHP FY 20 New Projects List Approval by Metro – Update

11:00 a.m. Status of Measure M South Bay Multi-Year Sub-Regional Programs 5-Year Projects Lists Approval by Metro – Update

11:05 a.m. Green Line Weekend Service Suspension
Annette Cortez, Metro Community Relations & Scott Greene, Metro Service Planning

11:20 a.m. Spotlight: South Bay Fiber Network

11:35 a.m. SBCCOG Updates
a. Office Move
b. Legislative Briefing – July 11

11:40 a.m. Three-Month Look Ahead (Attachment E) – Receive and file

11:45 a.m. Announcements / Adjournment

Next Transportation Committee meeting –Monday August 12, 2019, 10:30 a.m.
To include an item in the agenda, e-mail to: lantzsh10@gmail.com by August 1, 2019.
Committee Chair Horvath noted that there was initially no quorum but began informational reports at 10:40 A.M. A quorum was established shortly thereafter.

I. Welcome / Self-Introductions
   In attendance were the following voting SBCCOG Board Members:
   - Christian Horvath, Chair (Redondo Beach)
   - Drew Boyles (El Segundo)
   - Olivia Valentine (Hawthorne)
   - Jim Butts (Inglewood)

   Non-Voting Representatives
   - Ted Semaan, IWG (Redondo Beach)
   - Don Szerlip (Metro South Bay Service Council)
   - James Lee, Transit Operators (Torrance Transit)
   - Young-Gi Kim Harabedian (Sup. Hahn’s Office)

   Also in attendance were the following persons:
   - Orlando Rodriguez (El Segundo)
   - Joyce Rooney (Beach Cities Transit)
   - Dana Pynn (GTrans)
   - Godfrey Offoegbu (Torrance Transit)
   - Mike Bohike (Metro)
   - Conan Cheung (Metro)
   - Isidro Panuco (Metro)
   - Jimmy Shih (Caltrans)
   - Sergio Carvajal (Caltrans)
   - Olivia Harris (Caltrans)
   - David Grethen (Hermosa Bch PW Commission)
   - Chandler Sheilds (SBCCOG)
   - Jacki Bacharach (SBCCOG)

II. Consent Calendar
   A. May 13, 2019 Transportation Committee Minutes – Approved
   B. June 2019 Transportation Update – Received and Filed

   Motion by Committee Member Butts, seconded by Committee Member Valentine, to Approve the Consent Calendar. No objection. So ordered.

III. SBCCOG Transportation Working Group Updates
   A. Infrastructure Working Group Update
      No report was given.

   B. Transit Operators Working Group Update
      No report was given.

   C. Metro Service Council – Don Szerlip
      Mr. Szerlip announced that Scott Page is now the Deputy Executive of the South Bay Service Council. Mr. Szerlip also reported that there was a presentation on Torrance Transit’s Tomorrow Plan. Lastly, Mr. Szerlip informed the Committee that station evaluations/reports will be delivered monthly going forward.

IV. Measure R
   A. South Bay Highway Program Annual Performance Evaluation (APE) Report – Received and Filed
      The report is available online at: http://southbaycities.org/sites/default/files/transportation_committee/HANDOUT_May%202020%20APE%20Rreport.pdf

   B. Status of Measure R South Bay Highway Program FY20 New Projects List Approval By Metro
      Ms. Bacharach reported that the item will be going before the Metro Board in June as there were three projects up in the air that needed determination. Mr. Bohike added that all Measure R projects are going to be addressed by the Metro Board in June. Mr. Panuco also added that there have been discussions with Inglewood staff regarding the projects in question, as well as a request from Lomita for additional funding due
to a cost increase on the project that was just completed. The Lomita item may need to be addressed in July’s Metro Board meeting.

V. Status of Measure M South Bay Multi-Year Sub-Regional Programs 5-Year Projects Lists Approval by Metro
Mr. Panuco reported that there will be a meeting with SBCCOG and Metro staff to discuss the reviews as well as one-on-one discussions with each jurisdiction that applied. All of this will take place before July’s Metro Board meeting which is when the item is expected to be heard.

VI. Metro NextGen Transit Study Update
Mr. Cheung gave a brief update presentation on Metro’s NextGen Transit Study. Metro is currently 18 months into the study and is working to incorporate public comments and determine measures of success that do not use typical Key Performance Indicators. Metro also wants to use surveys, census/community household info to go beyond Title VI to address equity needs. For example, single mothers rely on transit more than single fathers.

Metro has held over 200 workshops and gathered countless feedback from attendees and riders. Most survey respondents indicated their desire for a safe and fast/reliable service. Also, is the system easy to find and access and is it equitable in terms of ethnicity and income, age and language.

Metro plans to take the feedback and data to create a revamped bus system that may include hybrid routes (combining local and rapid transit options) and routes that expand/increase services for those who need transit the most and are most likely to use it.

Committee Member Butts asked Mr. Cheung several questions regarding the surveys and sampling that were done to form these recommendations. Committee Member Butts was very interested in the sampling/data collection processes that Metro staff utilized. Mr. Cheung explained that there were over 16,000 responses from county stakeholders, gathered via multiple routes such as social media, focus groups in communities, and more. Metro then looked into communities where feedback was missing and conducted follow-ups accordingly. Population/location data for the workshops can be provided.

Mr. Cheung also added that solutions being considered are not one-size-fits-all and that Metro is not assuming its route structure is ideal. For example, Metro is looking into connecting various transit corridors.

Committee Chair Horvath asked where potential Metro riders live generally. Mr. Cheung pointed him to the propensity map on slide 9 of the presentation.

Committee Member Boyles added that El Segundo’s population grows 60-80,000 each day based on commuters into the city and inquired why the city isn’t colored to indicate high propensity ridership levels. Mr. Cheung clarified that the map is not focused on work trips specifically and is broader. Also, although high propensity areas are indicated, it doesn’t include asking people in those areas if they would use transit.

Ms. Kim Harabedian noted that the next version of the study should also consider choice riders (those who choose to ride) vs. transit dependent riders (those who need to ride). She added that the updates will likely go to the Metro Board in October. There will also be coordination with municipal operators for seamless service (and recommendations on how to accomplish that).

Mr. Cheung concluded by explaining that Metro is looking to implement the study’s findings by June 2020. He also agreed to send us outreach information from our subregion.

For further detail, Mr. Cheung’s full presentation is available online at: http://southbaycities.org/sites/default/files/transportation_committee/PRESENTATION_NextGen%20Bus%20Stud y%20SB_GWC_WSC_Update%20-%20June%202019.pdf

VII. Spotlight: South Bay Transit Operators / Services
Mr. Lee presented on South Bay municipal Transit Operators and their services. Mr. Lee began by noting there are 18 bus lines total between the agencies of Torrance Transit, Beach Cities Transit, and GTrans carrying over 7 million passengers annually with ½ being low income and/or minority. Seniors, students and disabled are almost 20% of the ridership. These agencies cover 156 sq miles from Redondo Beach to Long Beach and run over 4.5M service miles annually removing approximately 12,000 daily car trips from the road.
Mr. Lee continued by reviewing some of the statistics for the individual operators, what their service means for the South Bay, and concluded by touching on some upcoming projects such as customer amenities and new fleet technologies. Mr. Lee also reviewed the Torrance and GTrans Line-By-Line analyses which are like Metro’s NextGen Bus Study as well as service to Inglewood/NFL Stadium.

Committee Member Valentine asked how service can be expanded in Hawthorne and how the lines are determined. Mr. Lee explained that they are looking into a new line into the city, but that service is largely dictated by funding availability and the results of studies such as the line-by-line analysis. Committee Member Valentine then asked if it was possible to expand service into the high-density core of Hawthorne to help reduce congestion there and to pay for it through Measure R/M funding. Mr. Lee indicated that it’s not likely eligible for funding from those sources but would an eligible local return use.

Committee Member Boyles asked what the preliminary plans are for the Inglewood Stadium service. Mr. Lee explained that what is being considered at this point is street level service accomplished by modifying existing lines to accommodate the new stadium. There are still more discussions needed though.

Mr. Szerlip inquired about the use of off-site parking lots such as the Torrance Transit Center or El Camino College and whether it would be a paid service. Mr. Lee noted that it is an option, but that it’s too early to say exactly what the plans will be. He will return to the Committee to discuss the specific service to Inglewood once there is more developed.

For more detail, the full presentation is available on the SBCCOG website: http://southbaycities.org/sites/default/files/transportation_committee/PRESENTATION_South%20Bay%20Municipal%20Transit%20Operators_0.pdf

VIII. Project Updates
A. South Bay Smart Net Broadband Project
   Ms. Bacharach reported that the project’s capital costs are being covered by the South Bay’s Measure M MSP funding. The project has produced competitive pricing for cities to join (about $1,000/1GB speed) and is ready to move forward. The goal is to have the cities connected by Spring 2020.

B. SBCCOG Local Travel Network
   Ms. Bacharach reported that Fehr and Peers was hired as a technical consultant to help on the project. The SBCCOG will be performing community outreach and seeking guidance from the Transportation Committee members for ideal locations for LTN development/implementation.

C. ExpressLane Revenues
   Ms. Bacharach thanked Supervisor Hahn for her help getting meetings scheduled. No developments have happened since last month, but Ms. Bacharach noted that the guidelines for use of the revenue were set 8 years ago and that it would be a good idea to revisit them based on recent discussions and projects taking place in the South Bay.

IX. Three Month Look-Ahead – Received and Filed

X. Announcements / Adjournment
   Ms. Bacharach announced that the next meeting will take place at 10:30am, not 11:00am as originally posted.

   Committee Chair Horvath adjourned the meeting at 11:45 a.m.
South Bay Cities Council of Governments
Attachment B

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 LAPPED SINCE PROGRAMMED FUNDS</th>
<th>TOTAL PROGRAMMED FUNDS</th>
<th>EXPENDITURES TO DATE</th>
<th>AMOUNT LAPSED</th>
<th>PRIOR AMENDMENTS</th>
<th>NOTES</th>
</tr>
</thead>
<tbody>
<tr>
<td>El Segundo</td>
<td>MR312.57</td>
<td>Park Place Roadway Extension and Railroad Grade Separation Project</td>
<td>0</td>
<td>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>
</tr>
<tr>
<td>Hermosa Beach</td>
<td>MR312.05</td>
<td>PCH (SR-1/PCH) Improvements between Anita St. and Artesia Boulevard</td>
<td>3</td>
<td>8</td>
<td>$574,734</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>
</tr>
<tr>
<td>Inglewood</td>
<td>MR312.12</td>
<td>Intelligent Transportation System(ITS) Phase IV</td>
<td>3</td>
<td>7</td>
<td>$5,300,000</td>
<td>$1,825,701</td>
<td>$674,199</td>
<td>Amendment 1 Time Extension; Amendment 2 Time Extension; Amendment 3 Time Extension</td>
<td>Construction is nearing completion. An amendment is needed to allow for project close out/batch list items.</td>
</tr>
<tr>
<td>Inglewood</td>
<td>MR312.43</td>
<td>Intersection Improvements at PCH/Walnut St &amp; Western Ave/North</td>
<td>1</td>
<td>6</td>
<td>$9,100,000</td>
<td>$0</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>
</tr>
<tr>
<td>Manhattan Beach</td>
<td>MR312.28</td>
<td>Seismic retrofit of widened Bridge 53-62 from Sepulveda Blvd from 23rd Street to south of Rosencrans Ave</td>
<td>1</td>
<td>6</td>
<td>$9,100,000</td>
<td>$0</td>
<td>$9,100,000</td>
<td>Amendment 1 Time Extension</td>
<td>City has recently completed Right of Way acquisition after lengthy court process which significantly delayed the project.</td>
</tr>
<tr>
<td>Redondo Beach</td>
<td>MR312.06</td>
<td>Pacific Coast Highway improvements from Anita Street to Palos Verdes Blvd</td>
<td>3</td>
<td>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</td>
<td>City has started the Caltrans permitting process for Phase 2; Phase 1 Right of Way is expected to be completed by Fall 2020 with construction in early 2021.</td>
</tr>
<tr>
<td>Redondo Beach</td>
<td>MR312.07</td>
<td>Pacific Coast Highway at Torrance Blvd intersection improvements (Northbound right turn lane)</td>
<td>2</td>
<td>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>
</tr>
<tr>
<td>Redondo Beach</td>
<td>MR312.10</td>
<td>Aviation Blvd at Artesia Blvd intersection improvements (Northbound right turn lane)</td>
<td>3</td>
<td>8</td>
<td>$847,000</td>
<td>$197,422</td>
<td>$649,578</td>
<td>Amendment 1 Time Extension; Amendment 2 Time Extension; Amendment 3 Time Extension</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 completed by in end of 2020. Construction is expected to be completed in Spring 2022.</td>
</tr>
<tr>
<td>Torrance</td>
<td>MR312.42</td>
<td>Inglewood Ave at Manhattan Beach Blvd intersection improvements (Southbound right turn lane)</td>
<td>0</td>
<td>6</td>
<td>$5,175,000</td>
<td>$207,955</td>
<td>$102,005</td>
<td></td>
<td>Coordination with Metropolitan Water District and City of Lomita have led to delays in the design completion. Design is expected to be completed fall 2019 with construction completed by December 2020.</td>
</tr>
<tr>
<td>Torrance</td>
<td>MR312.24</td>
<td>Pacific Coast Highway at Hawthorne Blvd intersection improvements</td>
<td>1</td>
<td>5</td>
<td>$19,600,000</td>
<td>$6,300,000</td>
<td>$10,300,000</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>
</tr>
<tr>
<td>Torrance</td>
<td>MR312.23</td>
<td>Torrance Transit Park and Ride Regional Terminal Project 465 Crenshaw Blvd</td>
<td>3</td>
<td>7</td>
<td>$25,700,000</td>
<td>$11,271,383</td>
<td>$6,167,722</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>
</tr>
<tr>
<td>Torrance</td>
<td>MR312.26</td>
<td>4-405 at 182nd St / Crenshaw Blvd Operational Improvements</td>
<td>0</td>
<td>5</td>
<td>$15,300,000</td>
<td>$3,890,060</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>
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<tr>
<td>Torrance</td>
<td>MR312.41</td>
<td>Pacific Coast Highway at Vista Montana/Artesa Ave Intersection Improvements</td>
<td>1</td>
<td>5</td>
<td>$2,990,000</td>
<td>$954,084</td>
<td>$2,048,916</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>
</tr>
<tr>
<td>Torrance</td>
<td>MR312.60</td>
<td>Crenshaw from Del Amo to Dominguez - 3 SB turn lanes at Del Amo Blvd, 268th St., Transit Center Entrance, Signal Improvements at 2 new signal at Transit Center</td>
<td>1</td>
<td>5</td>
<td>$3,300,000</td>
<td>$232,278</td>
<td>$1,567,722</td>
<td>Amendment 1 Remove ROW from ROW</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>
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<td></td>
<td>$84,257,000</td>
<td>$25,794,962</td>
<td>$35,367,469</td>
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</table>

**Totals:** $84,257,000 $25,794,962 $35,367,469
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 programmed 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>
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<tbody>
<tr>
<td><strong>8. SBCCOG Transportation Committee</strong></td>
<td><strong>12. SBCCOG Transportation Committee</strong></td>
<td><strong>9. SBCCOG Transportation Committee</strong></td>
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<tr>
<td>• SBHP Project APE Report</td>
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<td>• SBHP Time Extensions</td>
<td>• South Bay Measure M MSP Development Program Update</td>
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<td>• Caltrans SB1 presentation</td>
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<tr>
<td><strong>10. IWG (Agency Only) Meeting</strong></td>
<td><strong>14. IWG (Public) Meeting</strong></td>
<td><strong>11. IWG (Agency Only) Meeting</strong></td>
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<td>• SBHP Project APE Report</td>
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<tr>
<td>• Spotlight: Applications on the South Bay Fiber Network – RIITS Integration</td>
<td>• Spotlight: Affordable Housing / Sustainable Cities Grant Program</td>
<td>• Spotlight: LTN Slow Speed Network Study</td>
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<tr>
<td><strong>25. Metro Board Meeting</strong></td>
<td><strong>22. Metro Board Meeting - DARK</strong></td>
<td><strong>26. Metro Board Meeting</strong></td>
</tr>
<tr>
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<td><strong>22. SBCCOG Board Meeting</strong></td>
<td><strong>26. SBCCOG Board Meeting</strong></td>
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