The City Council, with certain statutory exceptions, can only take action upon properly posted and listed agenda items. Any writings or documents given to a majority of the City Council regarding any matter on this agenda that the City received after issuing the agenda packet are available for public inspection in the City Clerk's office during normal business hours. Such Documents may also be posted on the City's website at www.elsegundo.org and additional copies will be available at the City Council meeting.

Unless otherwise noted in the Agenda, the Public can only comment on City-related business that is within the jurisdiction of the City Council and/or items listed on the Agenda during the Public Communications portions of the Meeting. Additionally, the Public can comment on any Public Hearing item on the Agenda during the Public Hearing portion of such item. The time limit for comments is five (5) minutes per person.

Before speaking to the City Council, please come to the podium and state: Your name and residence and the organization you represent, if desired. Please respect the time limits.

Members of the Public may place items on the Agenda by submitting a Written Request to the City Clerk or City Manager’s Office at least six days prior to the City Council Meeting (by 2:00 p.m. the prior Tuesday). The request must include a brief general description of the business to be transacted or discussed at the meeting. Playing of video tapes or use of visual aids may be permitted during meetings if they are submitted to the City Clerk two (2) working days prior to the meeting and they do not exceed five (5) minutes in length.

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact City Clerk, 524-2305. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting.

SPECIAL MEETING OF THE EL SEGUNDO CITY COUNCIL
TUESDAY, APRIL 16, 2019 – 7:00 PM
(Will run simultaneously with Regular Open Session)
(Authorize Mayor to Execute Letter of Support to the
Los Angeles County Metropolitan Transportation Authority)
(“METRO”)

7:00 P.M. SESSION

CALL TO ORDER

ROLL CALL

PUBLIC COMMUNICATION – (Related to City Business Only – 5 minute limit per person, 30 minute limit total) Individuals who have received value of $50 or more to communicate to the City Council on behalf of another, and employees speaking on behalf of their employer, must so identify themselves prior to addressing the City Council. Failure to do so shall be a misdemeanor and punishable by a fine of $250.
REPORTS – CITY COUNCIL MEMBERS

Mayor Boyles –

Consideration and possible action to authorize the Mayor to execute the attached letter to the Los Angeles County Metropolitan Transportation Authority ("Metro") supporting the use of South Bay Measure M Metro funds to develop and implement a fiber optic project to assist the South Bay cities in reducing traffic congestion.

(Fiscal Impact: n/a)

Recommendation – 1) Authorize the Mayor to execute the attached letter to the Los Angeles County Metropolitan Transportation Authority ("Metro"); and/or 2) Alternatively, discuss and take other action related to this item.

ADJOURNMENT

POSTED:

DATE: 04.16.19

TIME: 9:35 AM

NAME: [signature]
April 8, 2019

Board of Directors
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, 25th Floor
Los Angeles, CA 90012

Dear Metro Board Members:

The City of ____________ was surprised and confused upon learning that Metro staff intends to administratively deny eligibility of our South Bay TSM and TDM Infrastructure Construction Project application requesting $4.4 million in South Bay Measure M Multi-Year Sub-Regional Program (MSP) funding for the creation and build-out of a Fiber Optic Ring (and laterals) connecting 17 jurisdictions. We believe the proposed project is a foundational and essential component of 21st Century operational improvements and meets the intent of Measure M's ordinance and Transportation System & Mobility Improvement Program (TSMIP) language as well as its policy guidelines including the funding of Intelligent Transportation Systems (ITS) projects.

We formally request and petition the Metro Board to exercise your policy oversight role to approve a game-changing multi-jurisdictional concept that has already inspired similar initiatives now underway in Ventura County, Monroe County, NY, and Pima County, AZ.

Our application conforms to Metro’s objectives of reducing traffic congestion / improving mobility in Los Angeles County. It is consistent with and advances the following goal in the Measure M Ordinance Preamble (Ordinance #16-01: Los Angeles County Traffic Improvement Plan): “... Embrace technology and innovation; incorporate modern technology, new advancements, and emerging innovations into the local transportation system...”

Furthermore, TSMIP section F (Page 32) states "...include those projects that once implemented, would improve regional mobility, enhance trip reliability, system performance, and network connectivity between modes, reduce user conflicts, and encourage ridesharing;"

Finally, Measure M guidelines (Page 34) includes "...intelligent transportation systems, transportation technology improvements..." (see Exhibit A for ITS projects listed as eligible.) Because these types of improvements are eligible under the ITS program, they should also be eligible under the MSP program.

Once operational, this fiber-optic network will enable more efficient use of staff resources while enhancing the speed and effectiveness of municipal services. South Bay cities plan to actively develop and implement a wide range of digital mobility and safety applications (See Exhibit B) that will reduce VMT and congestion on local roads. The City of Inglewood has led the sub-region by demonstrating how effectively they can enhance traffic management with the fiber they have installed.

We ask the Metro Board to approve the use of the South Bay’s subregional funds for our fiberoptic ring and laterals project and to adopt guidelines for considering how new technologies and innovations are considered by the Board for inclusion in Measure M MSP project eligibility lists.

Commented [JB1]: This is where you can ‘personalize’ the letter for your city taking examples from Exhibit B.
Sincerely,

cc:  SBCCOG Board of Directors
     Metro Board of Directors

Exhibit A – ITS application in the Measure M guidelines
Exhibit B – List of potential applications that cities are interested in developing
Exhibit A

ITS projects listed as eligible in the Measure M Intelligent Transportation Systems Program include:

- Multi-agency/jurisdiction system integration to improve coordination and responsiveness, and promote information sharing for highway/arterial and/or transit systems;

- Advanced Traveler Information Systems (ATIS) that increase efficiency of the transportation network through congestion management, driver/person information, freight optimization, or public transportation management;

- Integrated Corridor Management (ICM) deployment (e.g., changeable message signs, CCTV, communications) to improve multi-agency coordination and responsiveness, promote information sharing, and enhance operations in the event of incidents;

- Transportation technology applications/solutions/systems for passenger cars, transit, freight/goods movement, infrastructure, and persons to enhance the transportation network;

- Connected vehicle concepts (Vehicle to vehicle [V2V], vehicle to infrastructure [V2I], vehicle to person [V2P]) to enhance mobility, safety, and operations of the highway/arterial and/or transit system;

- ITS or Transportation Technology projects consistent with the National ITS Architecture (travel and traffic management, public transportation management, electronic payment, commercial vehicle operation, emergency management, advanced vehicle safety systems, information management, and maintenance and construction management);

- Other ITS or Transportation Technology projects deemed qualified by Metro; and

- Pilot/demonstration projects that promote innovative and advanced technology on the highway/arterial system and/or transit reviewed and approved by Metro on a case-by-case basis.
Examples of Potential Transportation System Mobility Improvement Projects
Enabled by the South Bay Broadband Ring and Laterals Project

- Real-time activation of modified signal timing crossing plans for disabled / seniors
- Real-time curb parking utilization monitoring and management and incident / special event management
- Real-time integrated signal priority systems to extend green cycle for arriving buses
- Next bus and automated vehicle location systems for buses and bus stops integrated with signal systems
- Changeable message signs for real-time traffic management
- Smart Street Lights – real-time management of street lighting systems to improve safety and energy efficiency
- Remote on-demand reversible lane management
- Smart Manholes - Remote monitoring of below-street infrastructure and its environment (sewers, water, utilities, etc.) health
- Public infrastructure needed for Autonomous Vehicle vehicle-to-vehicle and vehicle-to-Infrastructure Management Systems
- Real-time electric vehicle charging utilization, availability monitoring and financial management systems for zero emission public fleets
- Integrated, automated, real-time arterial street and ramp control at freeway ramps and adjacent arterial corridors intersections
- Advanced motorist information, routing and detour management
- Remote signal system health monitoring, re-timing and repair
- Bikeways and Bike Route/Slow Speed Lane signal system infrastructure
- Electronic Pedestrian Safety Infrastructure
- Management of traffic detours during incidents, shutdowns or emergency evacuations
- Managed Lanes – HOV Lanes / Express Lanes
- 5G and 6G transportation / communications applications
- Advanced signal synchronization and Control Infrastructure
- Communications connections between transportation operations / emergency management centers
- Advanced parking management systems to monitor utilization/vacant spaces in transit centers, park and ride lots, parking structures, freight and passenger loading zones
- Evolution of transit centers into “Smart Transportation Hubs” for shared services, public transportation options, and Smart parking lots
- Dynamic parking pricing programs that integrate public and private spaces in a neighborhood
- Real-time congestion pricing (virtual toll facilities) within cordons and on corridors
- Goods Movement management (delivery appointment systems, delivery zone management)
- Real-time paratransit dispatch and route monitoring (dial-a-ride, senior / disabled infrastructure projects)
- Technology for on-demand micro-transit management of ride hailing pick up locations / virtual stops
- Car sharing / ridesharing / vanpool / telecommuting communications applications
- Public infrastructure to support TDM strategies (remote work sites, work at home, virtual meetings, etc.)
- Mixed flow, slow speed and bike lane capacity utilization monitoring
- CCTV monitoring of intersections and high-risk transportation zones
- Automated traffic counting and delay calculation applications for all modes (trucks, buses, cars, bikes, mobility devices, pedestrians) in all travel lanes and crosswalks
- Resiliency: A Fiber Network improves reliability and resiliency of the transportation system control network through increased speed of diagnosis and repair, pathway redundancy, and improved human efficiency in the network maintenance and security administration.