

South Bay Cities Council of Governments

Transportation Committee
October 8, 2018
Meeting Minutes

COMMITTEE CHAIR HORVATH CALLED THE MEETING TO ORDER AT 10:06 A.M.

I. Welcome / Self-Introductions

In attendance were the following voting SBCCOG Board Members:

Christian Horvath, Chair (Redondo Beach)	Jim Butts (Inglewood)
Hany Fangary, Vice-Chair (Hermosa Beach)	Geoff Rizzo (Torrance)
Olivia Valentine (Hawthorne)	David Lesser (Manhattan Beach)

Non-Voting Representatives

Young-Gi Kim Harabedian (Supervisor Hahn's Office)
James Lee (Transit Operators)
Don Szerlip (Metro South Bay Service Council)

Also in attendance were the following persons:

Orlando Rodriguez (El Segundo)	Conan Cheung (Metro)
Ted Semaan (Redondo Beach)	Mark Dierking (Metro)
Rob Beste (Torrance)	Stephen Tu (Metro)
Jonathan Wu (Lawndale)	Bob Wolfe (Thrive Hermosa)
Grace Huizar (Lawndale)	David Leger (SBCCOG)
Leslie Scott (Beach Cities Transit)	Jacki Bacharach (SBCCOG)
Pauletta Tonillas (Metro)	Steve Lantz (SBCCOG)
Mike Bohlke (Metro)	

II. Consent Calendar

A. Minutes of September 10, 2018 Transportation Committee – APPROVED

B. September 2018 Transportation Update – RECEIVED AND FILED

MOTION by Committee Member Fangary, seconded by Committee Member Butts, to **APPROVE** the Consent Calendar. No objection. So ordered.

III. Metro Green Line / Crenshaw-LAX Line Opening Day Operating Plan: SBCCOG Position Letter

Ms. Bacharach announced that over the weekend, it was reported that Metro staff is planning on recommending their original operating plan, C1, to the Metro Board for approval. Ms. Bacharach invited Mr. Cheung to provide more background on why this decision was made.

Mr. Cheung explained that Metro staff is recommending Alternative C1 as a result of the public outreach conducted, analyses that were done, current ridership figures, and the overall operating costs. Mr. Cheung explained that C1 seems to best match current and projected ridership figures at the most cost-effective level. Mr. Cheung added that based on the data, most South Bay riders seemed to want to travel north-south along the I-405 corridor, and therefore would not be best served by the Crenshaw and Green Lines because the Crenshaw Line veers in more eastward than where South Bay riders are wanting to travel.

Ms. Bacharach then explained that upon hearing this decision, she and Mr. Lantz developed a supplemental letter which was handed out to the Committee. Mr. Lantz then briefly reviewed what Alternatives C1 and C3 mean for South Bay riders, noting that C3 creates the least travel delay for current Green Line riders. Ms. Bacharach proposed the idea of testing Alternative C3 as a pilot operating plan to see how ridership is affected.

Committee Chair Horvath commented that this news is very disheartening, particularly after the efforts that have

been made over the last several months. He added that as an elected official, it's difficult to only look at current figures, and that future needs should be considered as well, noting that C1 does not seem to do that. As a frequent transit user, Mr. Wolfe added his opinion that this operating plan makes what little rail service the South Bay has un-rideable. He also said that with a service as proposed under C1, Metro will never see the ridership they want to see because nobody will ever use such an inconvenient rail shuttle line between the Redondo Beach station and the Aviation/Century station. That in turn will further harm the South Bay's efforts to be part of the connected rail system. Several Committee Members echoed Mr. Wolfe's comments.

Committee Member Rizzo reiterated his view that this operating plan is a disincentive to ride rail and will further push riders into cars. He stated that Metro needs to take a leap of faith and build/operate a system that will attract South Bay riders. Otherwise, every time Metro reassesses ridership, the South Bay will always have low ridership numbers and will be set up for failure.

Ms. Bacharach asked Mr. Cheung if Metro staff would consider recommending a 1-year pilot operating plan based off Alternative C3. Mr. Cheung stated that it is not something they would recommend to their Board.

Committee Member Fangary thanked the Metro representatives for attending these meetings over the last few months and shared his view as a transit rider, the more transfers that are required, the less interested he becomes in using transit. This echoed the sentiments expressed by other Committee Members.

Committee Member Lesser asked Mr. Cheung what concessions from the draft letter he thought were realistic and achievable to help boost ridership figures. Mr. Cheung explained that the simpler the request, such as increased bus service, the more possible it is to accommodate. Mr. Cheung even noted that requesting Metro study the need for 3-car platforms at existing Green Line stations is something that Metro would consider doing.

There was some additional discussion as to what engineering and infrastructure improvement requests could be requested in the supplemental letter to Metro. Mr. Lantz offered to work with Ms. Bacharach to identify specific improvements to include in the letter.

Mr. Lee requested that the 4th bullet in the letter be modified to mention Torrance Transit and GTrans' direct bus service to Downtown LA. Mr. Lee noted that when Torrance Transit launched its 4X line to Downtown LA last year, the most optimistic projected ridership they received was a 70% increase. It has grown by 125%. These results seem to support the idea that increasing service (such as that through Alternative C3) may lead to increased ridership overall.

Committee Member Rizzo reiterated that C5 is still Torrance's preferred operating plan, followed by B2.

Committee Member Butts added that as the Metro Board Member representing the South Bay, he will work with Supervisor Hahn to craft a motion that will hopefully get adopted by the full Metro Board. He indicated that he is supportive of the C-3 pilot proposal as well.

Committee Member Valentine asked that the supplemental letter also include a request that Metro come back to the Committee after the pilot period (if approved), and report on the findings of the pilot.

MOTION by Committee Member Butts, seconded by Committee Member Fangary, to **APPROVE** the supplemental letter with the addition of the requested 1-year C3 pilot operating plan with a report on the results, Mr. Lantz's list of engineering requests for Metro, and the Transit Operators' request that the Torrance Transit and GTrans Downtown LA service be mentioned. Ayes: Horvath, Fangary, Butts, Valentine, Lesser. Nays: Rizzo.
Motion passes. So ordered.

The supplemental letter that was handed out is available online at:

http://southbaycities.org/sites/default/files/transportation_committee/HANDOUT_Draft%20supplemental%2010.18%20Op%20Plan%20letter.pdf

IV. SBCCOG Transportation Working Group Updates

A. Transit Operators Working Group Update

Mr. Lee reported that at the last meeting, Edison presented on their EV programs and opportunities for funding for transit agencies. Transit Operators have also been working with Inglewood to discuss service to the new stadium. Torrance Transit also received an AQMD grant for \$100,000 to improve alternative fuel infrastructure at the City Yard.

B. Infrastructure Working Group Update

No update given.

V. Measure M Multi-Year Subregional Programs Development Update

Mr. Lantz reported that the Task Force is continuing work on structuring the rules for selecting projects. Projects are being requested now so that they can be used to help structure the project selection criteria.

VI. Metro Rail Lines Naming Conventions

Pauletta Tonillas presented on Metro's study to change the rail line naming conventions. Ms. Tonillas explained that Metro's current naming convention is almost 30 years old and is inconsistent and provides challenges to some riders. Ms. Tonillas reviewed other naming conventions from other major transit agencies throughout the world. Metro's goal is to adopt a new system that is clear, consistent, and is legible to existing riders, new riders, and the millions of international riders using the system when they are in Los Angeles.

Metro has held focus group sessions to assess preferences among four different transit line naming convention options: a combination of colors and geography (similar to current system); colors only; colors with numbers assigned in chronological order; and colors with letters assigned in chronological order. As a result of the focus groups, Metro found that: consistency across the system is one of the most important factors in preference of a naming system; riders and non-riders think naming conventions are important; most would be satisfied with either numbers or letters; readability matters.

Metro will be conducting additional research with diverse groups to test alternatives, signage, and the trip planner. An online survey is being drafted to help gather additional input. A staff recommendation will be presented at the November or December Metro Board meeting with a cost estimate and schedule.

For more detail, Ms. Tonillas' presentation is available online at:

http://southbaycities.org/sites/default/files/transportation_committee/PRESENTATION_Transit%20Line%20Naming%20Convention.pdf

Mr. Szerlip asked Ms. Tonillas if Metro has considered some of the detailed challenges, such as two trains departing the same location but going to different destinations. Ms. Tonillas confirmed that this is part of the review that is being done. Mr. Tu added that in addition to loudspeaker announcements at stations, there are announcements on board that help riders ensure they are on the proper train going to the destination they intend to go to.

Mr. Wolfe asked if the focus groups looked at the interplay between bus and rail naming systems. He added that as a rider, it's nice to have them be different because it makes it simpler to know if you must take a bus vs. rail line. Additionally, there is a lot of logic behind the current bus naming convention, such as a "7" at the front of the number indicating an express service. Ms. Tonillas explained that all of this will be considered as a part of Metro's final recommendation and decision.

VII. Measure R South Bay Highway Program Annual Performance Evaluation (APE) Report

Mr. Lantz commented that so far, the APE Report is looking positive. The report is available online at:

http://southbaycities.org/sites/default/files/transportation_committee/HANDOUT_September%202018%20SBHP%20APE%20Report.pdf

VIII. Measure R South Bay Highway Program / Measure M MSP New Project Development Update

Mr. Lantz reported that the template for new project requests was passed out to the public works staff and that projects have been requested. Those requests will be reviewed by SBCCOG and Metro staff over the next two months.

IX. Metro Policy Advisory Committee Update

Ms. Bacharach reported that the PAC met in September and discussed the data needed for the Long-Range Transportation Plan update.

X. I-105 ExpressLane Study Update

Mr. Lantz indicated there was no update for the I-105 ExpressLane Study, but asked Ms. Bacharach to report on the larger ExpressLanes Net Toll Revenue discussion underway with Metro staff.

Ms. Bacharach began by briefly explaining the issue at hand, reminding the Committee that Metro intends to borrow net toll revenues from the I-110 corridor to help fund the expansion of toll lanes throughout the County. She reported that we have been working with Metro staff for several months to come up with a draft loan policy that will work for the South Bay. Currently, Metro plans to borrow 80% of the net toll revenues for expansion of the toll lane system, with the remaining 20% going to fund local jurisdiction projects (instead of 100% currently). Ms. Bacharach noted that since the beginning, we have been reminding Metro that the guidelines for the Net Toll Revenue Grant Program have not been evaluated in several years and that before loaning the revenues, Metro should 1) reevaluate the guidelines and 2) improve the service on the existing ExpressLanes. She highlighted the major congestion points at the north and south ends of the I-110 ExpressLanes and explained that if 80% of the revenues are loaned, there will be no funding available to remedy the existing issues on the I-110 ExpressLanes.

Ms. Kim-Harabedian added that Supervisor Hahn agrees that the current problems need to be fixed first and informed the Committee that this item will be discussed in Metro's January committee cycle.

Further updates will be given as meetings are held with Metro staff over the next several months.

XI. Three Month Look Ahead

Mr. Lantz briefly reviewed the upcoming meetings and events. Ms. Bacharach noted that the SBCCOG will be requesting people attend the Metro Board and Committee meetings to advocate for the Green Line operating plan.

XII. Announcements / Adjournment - The Next Transportation Committee is scheduled for November 5, 2018 at 10:30a.m.

Committee Chair Horvath announced that due to the November holidays, the Transportation Committee will be meeting one week prior to the normal meeting date. The new meeting date will be November 5th at 10:30am.

Ms. Scott announced that on behalf of the Beach Cities Health District, there will be a joint study session for the Living Streets Design Manual on October 29th from 6:30pm-8:30pm at the Redondo Beach Main Library.

Committee Chair Horvath adjourned the meeting at 11:52 a. m.