

South Bay Cities Council of Governments

Transportation Committee
August 13, 2018
Meeting Minutes

COMMITTEE CHAIR HORVATH CALLED THE MEETING TO ORDER AT 10:03 A.M.

I. Welcome / Self-Introductions

In attendance were the following voting SBCCOG Board Members:

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

Non-Voting Representatives

Nancy Hersman (Manhattan Beach)
Michael Ervin (Supervisor Hahn's Office)
Don Szerlip (Metro South Bay Service Council)

Also in attendance were the following persons:

David Leger (SBCCOG)	Lance Grindle (LA County DPW)
Jacki Bacharach (SBCCOG)	Mike Bohlke (Metro)
Steve Lantz (SBCCOG)	Isidro Panuco (Metro)
Orlando Rodriguez (El Segundo)	Mark Dierking (Metro)
Ted Semaan (Redondo Beach)	Conan Chung (Metro)
Rob Beste (Torrance)	Stephen Tu (Metro)
Joyce Rooney (Beach Cities Transit)	Claudia Berman (Thrive Hermosa)
Leslie Scott (Beach Cities Transit)	Bob Wolfe (Thrive Hermosa)
Miguel Alvarez (Lawndale)	Rafael Molina (Caltrans)
Maryam Adhami (LA County DPW)	Jimmy Shih (Caltrans)

II. Metro Green Line / Crenshaw-LAX Line Operating Plan: SBCCOG Policy Position Development

Metro is considering 11 options for the Crenshaw/LAX Line opening day operation plan. Ms. Bacharach began the discussion by reviewing the operating issues. She asked the Committee to think about what is important to the South Bay as well as what will be achievable.

Committee Chair Horvath began by stating that during his discussions with other elected officials, it seems as though a lot of South Bay riders are taking a north-south ride to get to work. If that is true and the main focus is to solve traffic issues/get people off the road, ensuring a north-south ride may be the most important issue to keep in mind. He also opined it may be better to talk about what the South Bay does not want.

Committee Member Lesser thanked Chair Horvath and Ms. Bacharach for structuring the dialogue in this way. He went on to ask what options the SBCCOG has to work with, such as advocating for station improvements, traction power system upgrades, etc. Ms. Bacharach explained that those are definitely things that can be advocated for, but they are not improvements that could be implemented prior to the opening of the Crenshaw-LAX line. Those improvements would be part of a longer-term advocacy.

Mr. Wolfe commented that as a frequent transit user, he encouraged the Committee to think beyond commuter hours, noting that riders want reliable service throughout the day and not just during peak hours. Mr. Wolfe believes that in order to convert more drivers to transit riders, rides should be as short and simple as possible. Committee Member Fangary added that the Commuter Express service he uses to get to Downtown Los Angeles is great service for the 8am-5pm type schedule, but for those with varying work hours, it becomes less feasible.

Committee Member Rizzo noted that for Torrance residents, he believes too many transfers will result in a loss of ridership. Ideally, Torrance would like to see a one-seat ride. Committee Member Valentine concurred with this opinion.

Discussion then shifted to the possible connections to Downtown LA via the Expo Line or the Silver Line and the capacity of each of those lines to accommodate increased ridership from the South Bay. Mr. Wolfe noted that he has used the Silver Line at different times throughout the day and has experienced very busy busses, often times with standing room only.

Mr. Chung explained that in any metropolitan transportation system, there will be standing riders. He explained that because ridership ebbs and flows, busses are expected to run with standing riders at times. He also added that it is much easier to add additional buses to a bus route compared to adding an extra train to a rail line or a car to a single trip. This is important to note because of the Expo Line's currently high ridership and the impacts of increased South Bay riders using it to get to Downtown Los Angeles (compared to those riders using the Silver Line instead).

Committee Member Lesser asked what would be needed to reduce headways in Alternative D1 to make the routing work. Mr. Chung explained that long term, the only constraints are infrastructure. The system is designed to operate with 3-car trains every 5 minutes, so the infrastructure is the only thing that would prohibit it. Mr. Lantz explained that it is costly to retrofit 2-car stations to accommodate 3-car trains, but noted it's even more difficult to get funding to grade separate a specific intersection after the line has been designed. Mr. Lantz added that he believes the Committee should focus on the alternative operating plans they like and that if a one-seat ride isn't possible, to decide what the next best alternative would be. Ms. Bacharach also added that she believes that not degrading service for existing Green Line riders should be a priority.

Mr. Lantz suggested separating the two problems being discussed. The first issue for the Committee is to consider the alternative operating plans and decide on whether or not there is a plan that they would like to advocate for. The second issue is the list of infrastructure improvements needed to fix the Green Line that would allow for better operating plans for South Bay riders in the future.

Metro representatives reported that they are preparing simulations of Alternatives C1, C2, B2, and D2 for the public input meetings being scheduled for September.

The Committee briefly discussed Alternative C4 (all riders transfer) D3 (all riders have a transfer in one direction and a one-seat ride in the other). Alternatives D2 and D3 were discussed as well as they don't favor one rider over another rider. However, there was no consensus on any one plan. Discussion will continue at the next meeting.

The SBCCOG Crenshaw LAX Operating Plan Review Handout is available online at: http://southbaycities.org/sites/default/files/transportation_committee/HANDOUT_Crenshaw%20LAX%20perating%20Plan%20review.pdf

III. Consent Calendar

- A. Minutes of July 9, 2018 meeting**
- B. August 2018 Transportation Update**

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

IV. SBCCOG Transportation Working Group Updates

- A. Transit Operators Working Group Update**
No update given.

- B. Infrastructure Working Group Update**

No update given. Ms. Bacharach briefly noted that a draft trenching policy based off of Manhattan Beach's policy was sent to the utility companies. The utility companies had concerns with it and a follow up meeting is being scheduled to discuss those concerns.

V. Measure M Multi-Year Subregional Programs Development Update

- A. South Bay MSPs Task Force Update**
- B. South Bay MSPs Development Schedule**

Ms. Bacharach reported that the MSP Task Force will be meeting on August 15th at 2:30pm. The Task Force will continue to meet on the 3rd Wednesday of each month going forward. The Task Force will be working on

the development schedule, performance criteria, and project selection criteria for each of the three South Bay MSPs.

Committee Member Lesser asked if Measure M could fund the upgrades to the Green Line Stations to allow for 3-car trains. Mr. Lantz explained that the Green Line is a regional program for which Metro should use regional funds. Mr. Lantz noted that the South Bay MSPs could be used as a funding source, but those were not projects originally envisioned for the MSPs.

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

Mr. Lantz explained that the APE Report started over beginning July 1st. All projects begin with a clean slate and have established new milestones for FY18-19. The report is available online at:

http://southbaycities.org/sites/default/files/transportation_committee/HANDOUT_Attachment%20D%20July%202018%20APE%20Report.pdf

VII. Measure R South Bay Highway Program Status / New Project Development Update

Mr. Lantz reported that the annual Metro Budget Request process has started as city staff begins to identify potential new SBHP projects. The requests must be submitted by the end of September. Mr. Lantz encouraged the Committee Members to work with their Public Works staff on new project requests.

VIII. Metro Measure Up Program Update

Mr. Lantz reminded the Committee that this tool is a pilot project to assess the performance of the arterial network using a combination of third-party speed data and volume data collected as part of the Countywide Baseline Conditions project. A South Bay Arterial Performance Measurement spreadsheet tool was created back in 2014. This spreadsheet information was expanded and updated to provide 2017 data from the whole county with a user-friendly interface. It could be useful for cities and sub-regions to help study the conditions of arterials to help identify projects; study the conditions before and after projects are completed; as well as evaluate responses to special events. The 2018 pilot project is testing a software program for the San Gabriel Valley, which may be expanded to all sub-regions if it proves successful and funding is identified. There is currently no funding identified to continue to support the user-friendly interface beyond December 2018.

Committee Chair Horvath suggested the IWG revisit the topic to see if the tool seems like it would be useful and something worth advocating for.

IX. I-405 / I-105 ITS Program Update

Mr. Lantz reported that there was a meeting to study what signal synchronization could be done for opening day of the Inglewood Stadium. Caltrans has early stage plans to look at the I-405 (north of Imperial) to identify possible ITS projects.

X. I-105 ExpressLane Study Update

Mr. Lantz explained that SCAG held a series of meetings looking for projects that could be funded with surplus I-105 ExpressLane revenues within a 2-mile radius of the I-105 that would improve traffic flow on the freeway.

Ms. Bacharach added that an ExpressLanes Revenue meeting will be held on Wednesday with Metro staff and staff from Metro Board Members Fasana and Hahn.

XI. Three Month Look Ahead

Mr. Szerlip noted that the Metro Board is dark in August.

XII. Announcements / Adjournment - The Next Transportation Committee is scheduled August 13, 2018 at 10:30a.m.

Committee Chair Horvath announced that after the departure of Kurt Weideman, there is no current Vice Chair of the Committee. He asked that the item be agendaized for the next meeting. .

Committee Chair Horvath adjourned the meeting at 11:35 am.