

South Bay Cities Council of Governments

Transit Operators' Working Group

December 12th, 2017

Meeting Notes

Attendees: Steve Lantz, David Leger (SBCCOG); Leslie Scott (Beach Cities Transit); Dana Pynn (GTrans); James Lee, Godfrey Offoegbu (Torrance Transit); Martin Gombert (PV Transit)

1) Self-Introductions & Acceptance of the October 26, 2017 Meeting Notes

The meeting was called to order at 2:10pm. Dana Pynn made a motion to approve the meeting notes, which was seconded by James Lee. The minutes were approved unanimously.

2) Transit Operator Issues and Concerns

There was further discussion about the conceptual GTrans/Torrance Transit "NFL Gameday Service" that would be run by both of their agencies but would be marketed as a South Bay service. The idea is to pool resources to serve the transit needs of spectators at the Inglewood and Carson football stadiums. At this time, it appears that the major hurdle would be the manpower from the local transit agencies needed for such a service. The two agencies will continue to discuss the idea and hope to get the service set up before other agencies, such as Metro, offer similar services.

Steve Lantz brought up Metro's "NextGen Bus Study" which aims to reimagine Metro's bus network to be more relevant, reflective of, and attractive to diverse customer needs. Some of the Transit Operators were concerned that they were not consulted during this study and worry that this may be the beginning of Metro abandoning service lines, particularly in the South Bay. Leslie Scott pointed out that in order for a municipal operator to assume the lines that Metro no longer serves, Metro must "release" the line, not "abandon" the line. In addition, operating subsidies would have to be secured for the lines to continue.

3) Measure M Updates

a) Measure M Policy Advisory Committee Update

- 1) Draft Multi-Year Sub-Regional Program (MSP) Administrative Procedures
- 2) South Bay MSP Community Engagement Requirements
- 3) South Bay MSP Program / Project Selection and Evaluation Performance Measure / Metrics

Mr. Lantz reported that guidelines for the four South Bay MSPs will be developed over the coming three months and reviewed at a workshop to be scheduled immediately prior to the March SBCCOG Board meeting. There is a requirement that outside groups, such as the Bicycle Coalition and other interest groups, be consulted in the project selection process, but these stakeholders are not required to have a voting role in the project selection process. This is part of the public participation requirement in Measure M. Additionally, each MSP will have a set of program/project selection and evaluation performance measures and metrics, which will be selected from a list provided by Metro.

b) Schedule for South Bay Measure M Administrative Guidelines

Mr. Lantz informed the Transit Operators that the Metro PAC Chair had requested additional time for the PAC to review the draft guidelines from Metro CEO Phil Washington. Mr. Washington granted the request, extending the time into January 2018. MSP Administrative Guidelines are now due to be certified by Mr. Washington in late January 2018.

c) Revised Measure M Major Capital Early Project Delivery Strategy (formerly Acceleration / Deceleration Policy)

Mr. Lantz reviewed the checklist included in the agenda packet, explaining that if a project receives 67 points or higher on the checklist, it is automatically advanced to staff analysis and Board consideration of acceleration. If the project receives between 34 and 66 points, Metro staff will review the project and determine whether it will recommend that the Metro Board considers acceleration. If projects received fewer than 34 points, Metro staff will not recommend Board consideration. There is an exception for this points structure which states that if a project acceleration can unambiguously be demonstrated by an exceptional condition regardless of scoring (such as full funding from an outside source), acceleration will be considered.

d) Visionary Project Seed Funding Guidelines (Attachment D)

Mr. Lantz explained that Metro will enter into a funding agreement with (a) consultant(s) to provide direct research and staff support to seed funding grantees. The consultants Metro will have available will consist of professionals from private companies, educational institutions, and/or non-profit organizations. Applicants will submit concepts and/or problem statements for consideration of the award. A 20% local match by the grantee will be required as well. (This provision was changed to 40% at the January 9, 2018 PAC meeting after Metro staff realized that the Metro Board Policy Guidelines adopted in June 2016 required a 40% match.)

4) South Bay Transit Service Comprehensive Operational Analyses Updates

GTrans is currently doing the COA. Torrance Transit will soon be awarding the contract for their COA.

5) Metro's Twenty-Eight by '28 Olympics Program / South Bay BRT / Microtransit Pilot Project

There are two projects in the South Bay on the list: the Green Line Extension to Torrance and the I-405 South Bay Curve project. The Green Line Extension is currently in an alternatives analysis and one of the alternatives includes using right of way adjacent to the I-405, which could impact the South Bay Curve project. However, since the South Bay Curve project is undefined, that project would most likely consist of lane conversions, ITS projects, and auxiliary lanes. The highway improvements likely would not require freeway widening outside the current right of way boundaries. Consequently, the Green Line Extension alternate that leaves the current rail right of way to use Hawthorne Blvd through Lawndale will have to be routed along the southern edge of the current highway right-of-way between Inglewood Ave and Hawthorne Blvd.

6) **Announcements/Adjournment – Next Transit Operators Working Group meeting:** The next meeting will be scheduled for January 17th at 2:00 p. m. The meeting was adjourned at 3:10 p.m.