

## South Bay Cities Council of Governments

### Transit Operators' Working Group

January 17<sup>th</sup>, 2019

### Meeting Notes

Attendees: Joyce Rooney, Leslie Scott (Beach Cities Transit); James Lee (Torrance Transit); Ernie Crespo (GTrans); Steve Lantz, David Leger (SBCCOG)

#### 1) Self-Introductions & Acceptance of the November 15, 2018 Meeting Notes

The meeting was called to order at 2:05pm. Meeting notes were accepted as presented.

#### 2) Transit Operator Issues and Concerns

Mr. Lantz announced that SBCCOG staff has met with Metro staff on the proposed projects under the Measure R South Bay Highway Program. Mr. Lantz reported that Metro staff does not consider the proposed Inglewood Transit Center on Prairie Avenue an eligible project. This could be of concern to the Transit Operators as they continue to discuss providing gameday and potentially weekday service to Inglewood.

Ms. Rooney added that as of the most recent discussions with the City, the stadium does not appear interested in subsidizing the gameday service operating costs. She also added that it seems that they are interested in more than just gameday service as well. If weekday service isn't provided, the transit center likely wouldn't be built and the space would be used for another purpose.

Mr. Crespo noted that there is also discussion for developing a "loop" route to key points around the stadium.

#### 3) Measure M Updates

##### a) Measure M South Bay Multi-Year Subregional Programs Task Force Update

##### b) Review Project Applications for HEOI, TSMIP I, TMSIP II

Mr. Lantz briefly reported that the application deadline was on January 15<sup>th</sup>. 37 project applications were received and will be reviewed for potential funding in the coming days. A Project Selection Committee was formed at the MSP Task Force meeting, with Mr. Lee representing the Transit Operators on the Selection Committee. The Selection Committee will review the projects and determine which projects are ready to be funded, which require additional information, and if any are ineligible for MSP funding.

The Attachment B project list is available online at:

[http://southbaycities.org/sites/default/files/transit\\_operators/meeting/HANDOUT\\_Measure%20M%20MSP%20applications.pdf](http://southbaycities.org/sites/default/files/transit_operators/meeting/HANDOUT_Measure%20M%20MSP%20applications.pdf)

#### 4) Inglewood Special Event Service Coordination Update

This item was discussed under the Transit Operators Update.

#### 5) Green Line South EIR Update

Mr. Lantz reported that the notice of preparation has not yet been issued, but is expected by Spring 2019 and will include 2 routes: one along the railroad right of way either at grade or with raised and/or below-grade segments; the other along the south side of the I-405 and the median of Hawthorne Boulevard between the I-405 and the South Bay Galleria in Redondo Beach. The project is expected to cost \$1.2 billion. Mr. Lantz reminded the group that a 3% contribution is required as a local match.

#### 6) Crenshaw/LAX – Green Line Operating Plan

Mr. Lantz reported that the Metro Board voted to implement operating plan C3, the plan supported by the SBCCOG and Gateway Cities COG. Mr. Lantz also added that there are infrastructure improvements needed to facilitate a one-seat ride through the wye intersection. These improvements include 3-car platforms, traction power upgrades, as well as wye-improvements.

**7) South Bay Sub-Regional Funding Options**

Mr. Lantz explained that there are several large policy questions to begin discussing as a subregion, such as funding options for the Green Line improvements, acceleration of the Green Line, and more. Mr. Lantz noted that potential funding sources could include Green Line Mid-Life Upgrades, MSP funds, Measure R funds, and more. Other policy discussions include acceleration of South Bay projects on the 28x28 list. Acceleration of these projects requires a 10% local match, which may provide more return on investment for a project like the 405 Curve compared to the Green Line Extension to Torrance. According to current funding, the Green Line to Torrance is expected to open in 2031. If accelerated, it would cost the South Bay approximately \$120M in local funds for a potential 2028 opening. Metro gives itself a 3-year window for completion, so it is possible that the South Bay contributes the acceleration funding and the Green Line would still open in 2031. If compared to the 2047 opening of the South Bay Curve project, the 20 year acceleration of that highway project might make more sense. The Transit Operators agreed with Mr. Lantz and noted that a Green Line to Torrance opening for the 2028 Olympics may not be important enough to warrant the major investment needed.

**8) Announcements/Adjournment – Next Transit Operators Working Group meeting**

Ms. Scott asked Mr. Lantz about the potential Measure R Highway to Transit funding swap that is possible. Mr. Lantz explained to the group that there is the opportunity to swap Highway funds for Transit funds (or vice versa) once a decade under Measure R. If there are major projects that the South Bay felt was worthy of swapping the funding in order to complete, it should be discussed. One potential project is the Florence Avenue Grade Separation along the Crenshaw Line.

The meeting was adjourned at 3:26 p.m. to February 21, 2019.