

South Bay Cities Council of Governments

Transportation Committee  
September 10, 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)  
Drew Boyles (El Segundo)  
Geoff Rizzo (Torrance)

Hany Fangary (Hermosa Beach)  
David Lesser (Manhattan Beach)  
Olivia Valentine (Hawthorne)

**Non-Voting Representatives**

Michael Ervin (Supervisor Hahn's Office)  
James Lee (Transit Operators)

**Also in attendance were the following persons:**

David Leger (SBCCOG)  
Jacki Bacharach (SBCCOG)  
Steve Lantz (SBCCOG)  
Orlando Rodriguez (El Segundo)  
Ted Semaan (Redondo Beach)  
Rob Beste (Torrance)  
Joyce Rooney (Beach Cities Transit)  
Louis Atwell (Inglewood)  
Maryam Adhami (LA County DPW)  
Lance Grindle (LA County DPW)

Isidro Panuco (Metro)  
Mark Dierking (Metro)  
Stephen Tu (Metro)  
Claudia Berman (Thrive Hermosa)  
David Grethen (Thrive Hermosa)  
Jimmy Shih (Caltrans)  
David Fenn (West Hollywood)  
Nancy Pfeffer (Gateway Cities COG)  
Doug Johnson (Project Partners)

**II. Consent Calendar**

- A. Minutes of August 13, 2018 Transportation Committee – APPROVED**
- B. September 2018 Transportation Update – RECEIVED AND FILED**

**MOTION** by Committee Member Rizzo, seconded by Committee Member Valentine, to **APPROVE** the Consent Calendar. Without objection, so ordered.

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

Ms. Bacharach began by informing the Committee that over the last month, the SBCCOG has worked with the Gateway Cities COG to discuss the operating plan issue since the Gateway cities are also affected by the upcoming changes. Ms. Bacharach noted that the SBCCOG's goal should be preservation of current service and that considerations should be made for operating plans that are feasible on opening day of the Crenshaw Line.

Mr. Lantz and Ms. Bacharach reviewed the operating plans detailed in the PowerPoint presentation and also included in the agenda packet, noting that the SBCCOG staff initial recommendation was for the SBCCOG Board to approve Options C4 and C5 for consideration and request Metro eliminate the other nine opening day operating plan options.

Ms. Pfeffer thanked Ms. Bacharach and Mr. Lantz for alerting the Gateway Cities COG to the operating plan issue and explained that the Gateway Cities COG Board voted to support Option C3, with Option C1 as their back-up

recommendation.

Ms. Bacharach noted that Option 3 could be a regional compromise between the two COGs.

Mr. Lantz explained that Options B1, B2, and B3 should be eliminated from consideration due to the 12-minute headways; Green Line South 2-car trains would be overcrowded; 3-car platform retrofits would not be available on opening day to serve 3-car trains.

Mr. Lantz also proposed eliminating Options C1 and C2 due to 7-minute transfer delays at the Century/Aviation station for Green Line South riders. Mr. Lantz added that Option C3 should be eliminated because it forces current Green Line riders to transfer between the Blue Line and Norwalk, explaining that there are better alternatives than this one.

Mr. Lantz also explained that Option D1 won't work on opening day due to 10-minute transfer delays at the Century/Aviation Station for all Green Line South riders and overcrowding with 2-car trains on 10-minute headways. Additionally, Option D2 won't work because of the 7-minute transfer delay at Century/Aviation Station for Green Line South riders to Norwalk. Finally, Mr. Lantz explained that Option D3 is unadvisable due to a 6-minute transfer delay at the Century/Aviation station for all green Line to Norwalk riders and a 7-minute delay for all Norwalk to Redondo Beach riders.

Regarding Option C5, Mr. Lantz explained that this option is ideal for South Bay riders because it offers a one seat rides between Exposition and Redondo Beach and between Norwalk and Redondo Beach, with a one-transfer ride between Norwalk and Exposition. Option C4 would only involve one 6-minute transfer for South Bay riders to complete their trip on the Crenshaw/LAX line to Exposition or on the Green Line to Norwalk. Therefore, the initial SBCCOG staff proposal was to support Options C5 or C4.

Mr. Lantz concluded the presentation by touching on issues that the SBCCOG should advocate for - 3-car platforms at Aviation/LAX, Mariposa, El Segundo, Douglas, and Redondo Beach Green Line South Stations; additional traction power to allow more frequent headways on Crenshaw Blvd; exploration of ways to improve capacity and efficiency of the Crenshaw / Green Line WYE; and advocacy for more Silver Line buses and Commuter Express buses for the South Bay.

Committee Chair Horvath asked Mr. Tu of Metro about the adaptability of the final plan to accommodate upcoming changes like the opening of the People Mover at LAX and noted that he is concerned about pigeonholing the South Bay down the road due to a decision made today. Mr. Tu explained that it's possible, but they may not be inclined to change the operating plan frequently because there are many costs associated with changing the plans. Mr. Tu explained that it involves updating schedules, etc. that are listed at all of the stations.

Committee Member Lesser asked if it was possible to create a peak and non-peak operating plan. Mr. Tu again noted that it is possible, but that Metro tries to maintain operational consistency seven days a week with the simplest system operating plans as possible.

Mr. Lee expressed that Torrance believes that Option C5 is the best option for the South Bay, followed by B2, and C4. Committee Member Rizzo added that Torrance is considering future growth in the region and is trying to avoid limiting the region because a chosen operating plan is not scalable.

Committee Member Boyles noted that El Segundo is supportive of Options C4 or C5.

Ms. Rooney added that the Municipal Transit Operators are meeting with LAX to discuss how their lines to LAX will be changing with the new LAX station. She also asked for clarification on what is being asked of the Municipal Transit Operators in the list of advocacy issues.

Mr. Ervin also added that considering the Green Line is shared by both South Bay and Gateway COG communities, it would be meaningful if the two COGs had a consensus choice.

Mr. Grethen spoke on behalf of Thrive Hermosa and announced that they have been reviewing the plan options and determined that it was best to ask for a realistic plan and explained that they understand the compromise options of C3 but asked that Option B2 be considered further because the flaws in that option may not be showstoppers.

Upon conclusion of the discussion a motion was made.

**MOTION** by Committee Member Valentine, seconded by Committee Member Fangary, to **RECOMMEND** the SBCCOG Board of Directors **1)** support further consideration of opening day operating plan Options C3, C4, and C5 with additional capital projects to improve service: **a)** Extension of Green Line Century/Imperial (LAX) station platform to accommodate 3-car trains; **b)** Increase traction power on Crenshaw Blvd. segment to accommodate shorter headways; **c)** Retain current LAX G-Shuttle bus service from Aviation/Imperial Green Line station until LAX Automated People Mover opens at the Crenshaw / LAX 96th Street Station; **d)** Provide expanded Silver Line bus service between the Green Line and downtown Los Angeles to extend the hours of service in the morning and evening and to prevent overcrowding of buses caused by the additional Green Line South riders and additional express bus service to accommodate South Bay transit riders that cannot use the rail lines; and **2)** Support Option B-2 as the operating plan that works best in the long term with 6-10 minute peak period headways; Request Metro to initiate immediately any planning and implementation steps necessary to complete the 5 identified capital projects that will enable Metro to provide direct connections between all three routes with 6-to-10-minute peak period frequencies when the Green Line South Extension opens in 2028. **NO OBJECTION, SO ORDERED.**

The referenced PowerPoint presentation is available online at:

[http://southbaycities.org/sites/default/files/transportation\\_committee/UPDATED\\_Attachment%20C%20Exhibit%201%20-%2009.10.18%20v8%20Crenshaw-LAX%20Operating%20Plan%20Options%20version%20A-JB.pdf](http://southbaycities.org/sites/default/files/transportation_committee/UPDATED_Attachment%20C%20Exhibit%201%20-%2009.10.18%20v8%20Crenshaw-LAX%20Operating%20Plan%20Options%20version%20A-JB.pdf)

An additional presentation was made available by Metro, available at:

[http://southbaycities.org/sites/default/files/transportation\\_committee/PRESENTATION\\_Crenshaw%20Op%20Plan%20SB%20COG%20091018%20v2.pdf](http://southbaycities.org/sites/default/files/transportation_committee/PRESENTATION_Crenshaw%20Op%20Plan%20SB%20COG%20091018%20v2.pdf)

#### **IV. Metro Green Line Future Investments**

Mr. Lantz explained that much of this item was discussed during the Operating Plan discussion (regarding the advocacy issues). Mr. Lantz summarized that the listed questions are issues for which the SBCCOG would like to receive answers. Committee Member Fangary noted that recommendation #5 should be amended to include LADOT and LAWA in the advocacy.

**MOTION** by Committee Member Lesser, seconded by Committee Member Fangary, to **AUTHORIZE** staff to draft a letter requesting Metro address the five areas of concern within the scope of the upcoming Green Line Southern Extension EIR or in a simultaneous separate EIR, with the addition of LADOT and LAWA in #5 as noted by Committee Member Fangary. No objection. So ordered.

Mr. Ervin announced that Supervisor Hahn will be organizing a bus to Metro from the SBCCOG on September 27<sup>th</sup> to provide transportation for individuals to comment on the Metro Board item to move forward the Green Line Southern Extension EIR.

#### **V. SBCCOG Transportation Working Group Updates**

##### **A. Transit Operators Working Group Update**

Mr. Lee reported that the Transit Operators have been working with Metro to give out 1 million TAP cards. It was also announced that GTrans and Torrance Transit are nearing completion of their line-by-line operations analyses. There have also been discussions with the City of Inglewood for Game Day service to the Stadium. Mr. Lee also reported that one year ago, Torrance Transit began operating the 4X line to Downtown Los Angeles and announced that there has been a 123% increase in ridership from opening day.

**B. Infrastructure Working Group Update**

No update given.

**VI. Measure M Multi-Year Subregional Programs Development Update**

**A. South Bay MSPs Task Force Update**

**B. South Bay MSPs Development Schedule**

Mr. Lantz reported that the Task Force is beginning 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.

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

Mr. Lantz explained that the APE Report started over beginning July 1<sup>st</sup>. The report is available online at:

[http://southbaycities.org/sites/default/files/transportation\\_committee/HANDOUT\\_August%202018%20APE%20Report.pdf](http://southbaycities.org/sites/default/files/transportation_committee/HANDOUT_August%202018%20APE%20Report.pdf)

**A. Requests for Increased SBHP Funding – APPROVED**

**MOTION** by Committee Member Lesser, seconded by Committee Member Boyles, to **RECOMMEND** the Board of Directors approve the requested funding increases. No objection. So ordered.

**VIII. South Bay Highway Program / MSP New Project Development Template**

Mr. Lantz explained that this form is the form to be used for requesting Measure R SBHP and Measure M MSP projects.

**IX. Metro NextGen Transit Study Update**

Mr. Tu presented on Metro's NextGen Bus Study, explaining that Metro is analyzing data to help identify ways to improve bus ridership and the rider experience. Mr. Tu noted that the data seem to show there are many areas for improvement and potential to dramatically increase ridership.

Committee Chair Horvath noted that he hopes Metro is considering how all modes of transportation work together.

For more detail, Mr. Tu's presentation is available online at:

[http://southbaycities.org/sites/default/files/transportation\\_committee/PRESENTATION\\_NextGen%20Sept%202018%20SB\\_COG.pdf](http://southbaycities.org/sites/default/files/transportation_committee/PRESENTATION_NextGen%20Sept%202018%20SB_COG.pdf)

**X. I-105 ExpressLane Study Update**

No update given.

**XI. Three Month Look Ahead**

Mr. Lantz briefly reviewed the upcoming meetings and events.

**XII. Transportation Committee Vice Chair Vacancy**

Committee Chair Horvath explained that upon the departure of former SBCCOG Chair Weideman, the Transportation Committee was left without a Vice Chair and asked for nominations to fill the position.

**MOTION** by Committee Member Lesser, seconded by Committee Member Boyles, to **NOMINATE** Committee Member Fangary for the Vice Chair position. No objection. So ordered.

**XIII. Announcements / Adjournment - The Next Transportation Committee is scheduled October 8, 2018 at 10:00a.m.**

Committee Chair Horvath adjourned the meeting at 12:05 pm.