

South Bay Cities Council of Governments

Transportation Committee
July 9, 2018
Meeting Minutes

COMMITTEE CHAIR HORVATH CALLED THE MEETING TO ORDER AT 10:39 A.M.

I. Welcome / Self-Introductions

In attendance were the following voting SBCCOG Board Members:

Christian Horvath, Chair (Redondo Beach)
Drew Boyles (El Segundo)
Hany Fangary (Hermosa Beach)
David Lesser (Manhattan Beach)

Non-Voting Representatives

Stephanie Katsouleas, Infrastructure Working Group (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)	Mike Bohlke (Metro)
Jacki Bacharach (SBCCOG)	Isidro Panuco (Metro)
Steve Lantz (SBCCOG)	Catherine Saint (Metro)
Orlando Rodriguez (El Segundo)	Mark Dierking (Metro)

II. Consent Calendar

- A. Minutes of June 11, 2018 meeting**
- B. July 2018 Transportation Update**

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

III. SBCCOG Transportation Working Group Updates

A. Transit Operators Working Group Update

Mr. Lantz reported that the Transit Operators are working with Inglewood's consultant to develop a plan for opening day and special event bus service.

B. Infrastructure Working Group Update

Ms. Katsouleas reported that there was a presentation by Metro on the Measure Up pilot project. She explained that the pilot hopes to develop a roadway performance tool that would 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 and capital improvements. 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 or expand the program after December 2018.

Committee Chair Horvath asked where funding for this could come from if it is expanded. Mr. Panuco explained that right now the pilot is funded through the Metro's General Fund. Mr. Panuco noted that an Excel spreadsheet with arterial baseline data is currently available for each subregion. The web interface would have to be developed

further for the other subregions. He added that Metro staff is doing outreach to the other sub-regions to determine if there is interest in other areas for the program to be continued.

Mr. Lantz added that currently Measure R is unable to pay for the tool because Metro has disallowed planning costs, but with Metro's approval, it could be an eligible project to fund. Committee Chair Horvath asked for the item to be added to the December 2018 Transportation Committee agenda if the San Gabriel Valley cities decide to continue the program.

IV. Metro Policy Advisory Council Update

The next PAC meeting will take place September 11th. The SBCCOG is monitoring the numerous subcommittees that are reviewing different aspects of the Long-Range Transportation Plan update.

V. Metro Green Line / Crenshaw LAX Line Operating Plan Update

Mr. Lantz began by reviewing his sketch of the current Green Line operating plan and the proposed operating plan options for integrating service on the Green Line with the Crenshaw / LAX line. Mr. Lantz explained that due to the complexity of the Wye intersection of these lines, Metro staff has proposed eliminating one-seat rides into and out of the South Bay on the Green Line and instead require a transfer at the LAX station to a shuttle train into the South Bay Green Line stations. Mr. Lantz noted that the Metro Board voted to table the item and asked Metro staff to do community outreach over the next 60 days and to return in September. In a meeting with Metro Operating staff, Steve Lantz and Jacki Bacharach also saw 10 additional operating plan alternatives that should be reviewed in more detail.

Mr. Lantz also explained that at the time the Green Line was built, there were no plans for the Crenshaw line and added that the Green Line was originally supposed to be an automated train with two-minute frequency. This meant that the train could be operated efficiently as a two-car train, so platforms were built accordingly. However, the Green Line was never automated and manual operation limits train frequency to six minutes, which requires longer trains to accommodate the ridership figures. There are currently stations in the South Bay that have two-car platforms. Lengthening the platforms to accommodate 3-car trains would cost around \$10 million for each of the four South Bay stations (Aviation / Imperial, Mariposa, Douglas and Redondo Beach).

At the Metro Board June Meeting, the Metro Board asked their staff to return in September with a revised proposal after doing public outreach to the affected areas. Committee Member Lesser asked Mr. Lantz about the timing of this discussion going forward because of the short reprieve. Mr. Lantz explained that there will be an educational workshop prior to the July SBCCOG Board meeting. After that, the SBCCOG Board can decide if any of the alternatives are preferred and consider making a recommendation to Metro. Metro will be taking the item through its committees and to its Board in September.

Mr. Szerlip asked if there is interest in having the Metro South Bay Service Council weigh in as well. Mr. Lantz informed him that they are invited to the July 26th workshop and suggested they review the issue at the earliest possible Service Council meeting.

There was further discussion on the factors used in creating the proposed operating plans. Mr. Lantz explained that the proposal was developed by Metro staff using ridership figures based on opening day. These figures do not include future regional developments such as the Inglewood Stadium opening in 2020, the opening of the LAX Automated People Mover, or the Green Line south to Torrance. Metro has indicated they could revise the operating plans in response to ridership changes created by the opening of the new projects.

Mr. Lantz informed the Committee that he has spoken with Susan Rosales who is a consultant capable of analyzing the rail design and operating plans to determine the pros and cons of the 11 proposals. However, the analysis would cost approximately \$15,000. The SBCCOG will request Metro hire Ms. Rosales to do the analysis. If Metro denies the request, the SBCCOG could choose to provide the funds to hire Ms. Rosales.

Committee Member Chairman Horvath noted that better projected ridership data is needed to determine the

destinations where South Bay riders are wanting to travel. Boyles asked Mr. Lantz if he could prepare a one-page fact sheet on the issue that he could use to brief to his colleagues on the City Council. Mr. Lantz agreed to put together a fact sheet to be distributed to the SBCCOG elected officials.

VI. Measure M Multi-Year Subregional Programs Development Update

A. SBCCOG / Metro MSP Funding Agreements Update

Ms. Bacharach reported that the Funding Agreement will be signed by SBCCOG Chair Huff later today and will then be returned to Metro for final execution. The SBCCOG staff can now begin to develop the initial 5-year program of projects.

B. South Bay MSPs Task Force Update

Ms. Bacharach explained that over the next few months, the Task Force will help develop the project selection criteria and performance measures. She also noted that a schedule for Guidelines development is needed. After that task is completed, the SBCCOG can hold a call for projects to be included in the initial 5-year program for each of the three South Bay MSP programs.

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

Mr. Lantz explained that SBCCOG staff has been tracking project progress using the APE for a year now. There are more missed milestones than hoped, but the tracking starts over for the next fiscal year. SBCCOG and Metro staff will be meeting with each city to discuss the schedule of each project and determine milestone goals for FY 18-19. Ms. Bacharach noted that it has been informative because it helps highlight issues that are going on. A new chart will be created to reflect the revised milestone schedule beginning July 1, 2018. The report is available online at: http://southbaycities.org/sites/default/files/transportation_committee/HANDOUT_June%202018%20APE%20Report.pdf

VIII. Measure R South Bay Highway Program Funding Agreement Extensions

Mr. Lantz reported that several cities will have their project's funding agreements expire on June 30th without completing their project. SBCCOG and Metro staff have met with each city to discuss the issue and are recommending amendments to the funding agreements to allow further time to complete the projects. This action would recommend approval of the time extensions to the SBCCOG Board of Directors and then to Metro.

MOTION by Committee Member Lesser, seconded by Committee Member Boyles, to **APPROVE** the recommendation. No objection. So ordered.

IX. I-405 South Bay Curve Corridor Improvement Program Overview

Mr. Panuco gave a brief presentation on the I-405 South Bay Improvements being considered by Metro through a project study report (PSR). Mr. Panuco explained that the PSR will help identify spot improvements over the next 5-7 years including auxiliary lane improvements from El Segundo Blvd to Artesia Blvd on the I-405. The PSR is expected to be completed by October 2018. Auxiliary lanes will help reduce the amount of weaving by vehicles as they enter and exit the freeway and allow the through lanes to maintain better traffic flow. Mr. Panuco explained that if the PSR is completed in October 2018, the design phase could begin in winter 2018. There is no construction funding committed at this time.

There is also a future PSR being planned for the I-405 from Western Avenue to the eastern Carson border. The goal of this project would be to implement the identified improvements prior to the 2028 Olympics. Mr. Panuco added that the design of any improvements would not preclude the larger Measure M South Bay Curve project scheduled for the late 2040s which would widen the freeway. As an example, the early improvements would involve properly locating the sound walls in the study area to avoid having to relocate the retaining walls when the freeway widening project is completed.

Mr. Panuco's presentation is available online at:

http://southbaycities.org/sites/default/files/transportation_committee/PRESENTATION_South%20Bay%20I-

X. Three Month Look Ahead

The Crenshaw-LAX operating plan workshop will be added to the three-month look ahead.

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

Committee Chair Horvath announced that the SB1 repeal measure qualified for the November ballot, adding that the League of California Cities is pushing hard to make sure SB1 survives. They are looking for elected officials to begin advocating in opposition to the repeal effort.

MOTION by Committee Member Lesser, seconded by Committee Member Boyles to adjourn the meeting. No objection. Committee Chair Horvath adjourned the meeting at 11:50 am.