

South Bay Cities Council of Governments

Transportation Committee  
October 12, 2020  
Meeting Notes – NO QUORUM  
(Held virtually via Zoom)

**ACTING COMMITTEE CHAIR VALENTINE NOTED THAT THERE WAS NO QUORUM BUT BEGAN INFORMATIONAL REPORTS AT 10:30 A.M.**

**I. Welcome / Self-Introductions**

**In attendance were the following voting SBCCOG Board Members:**

Chris Pimentel (El Segundo)

Olivia Valentine (Hawthorne)

Stacey Armato (Hermosa Beach)

**Non-Voting Representatives**

Ted Semaan, IWG (Redondo Beach)

Don Szerlip, Metro South Bay Service Council

Leslie Scott, TOWG (Beach Cities Transit)

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

Jason Jo (Carson)

Dan Kopulsky (Caltrans)

Elias Sassoon (El Segundo)

Sergio Carvajal (Caltrans)

Lifan Xu (El Segundo)

Mark Dierking (Metro)

Ramzi Awwad (Rancho Palos Verdes)

Mike Bohlke (Metro Deputy to James Butts)

Nasser Razepoor (Rancho Palos Verdes)

Jacki Bacharach (SBCCOG)

Shin Furukawa (Torrance)

Steve Lantz (SBCCOG)

Barbara Marquez (Caltrans)

David Leger (SBCCOG)

Greg Farr (Caltrans)

**II. Public Comment** – no public comments received.

**III. Consent Calendar**

**A. September 14, 2020 Transportation Committee Minutes**

**B. October 2020 Transportation Update**

**IV. SBCCOG Transportation Working Group Updates**

**A. Infrastructure Working Group Update**

Mr. Semaan reported that the IWG has not met since the last Transportation Committee meeting but will be meeting again later this week.

**B. Transit Operators Working Group Update**

Ms. Scott reported that the TOWG has been meeting regularly and continues to monitor COVID-19 impacts and recovery scenarios, transit service to the Inglewood Entertainment District, Metro's Next Gen Study, and other transit-related issues.

**C. Metro Service Council**

Mr. Szerlip reported that at the 9/18 Service Council meeting, the Council considered several NextGen route changes. Metro staff recommended splitting Line 130 at the Blue Line and turning the line over to municipal operators. The Service Council approved the western portion transfer to Torrance Transit but declined to make an opinion on the eastern portion. The Service Council also heard from voices on the Palos Verdes Peninsula about NextGen impacts, which caused the Service Council to recommend modifying the staff recommendations to keep service in the area. There was also a presentation on Metro's Traffic Reduction/Congestion Pricing Study. Metro staff also provided a Q1 Station Evaluation and reported on the significant amount of graffiti removed from the Redondo Beach Green Line station.

**V. Measure R SBHP / Measure M MSP Updates**

**A. Baseline FY20-21 Annual Performance Evaluation (APE) Report for SBHP Projects**

Mr. Lantz announced that after conversations with Metro staff over the past several weeks, the SBCCOG will no longer produce the APE. Metro staff no longer utilizes the report, and after consulting with the IWG Chair, he concurred. The SBCCOG will no longer monitor projects at an individual level but will continue to assist local agencies to develop new projects, monitor the program and make budget recommendations through the Metro Budget Request process. This will also conform the SBCCOG's role in the Measure R South Bay Highway Program to its role in the Measure M Multi-year Subregional Programs and is consistent with our Measure R funding agreement with Metro.

**B. Measure R / Measure M Metro Budget Request Status**

Mr. Lantz announced that upon receipt of Metro's MSP Cashflow updates in October, SBCCOG and Metro staff will begin meeting with city staff to review project progress and potential requests for additional funds. These new MSP Cashflow updates will also determine if there is capacity to program new project requests.

**C. City of Torrance Request for Additional Funds**

No action was taken on this item due to lack of quorum.

**VI. Updates on Metro Projects, Programs, and Initiatives**

**A. Crenshaw / LAX Cost Over-run**

Mr. Lantz reported that Metro is facing a \$90M cost overrun on the Crenshaw/LAX Line and approached the subregions through which it runs for contributions towards that overrun. The SBCCOG conditionally agreed to use Measure M Subregional Equity Program (SEP) funding to pay the South Bay's proportional share of the \$90M (approx. \$22M), conditioned upon the City of LA paying their share and Metro's commitment to fully fund the Centinela Grade Separation which the SBCCOG had previously allocated its SEP funds to. The City of LA has not yet committed to its share.

**B. Metro Recovery Plan / NextGen Transit Study**

Mr. Lantz reported Metro staff will be bringing the NextGen proposal to the Metro Board this month that would include minor line updates in December 2020. Major changes would be implemented in June and December 2021. Metro is beginning to implement NextGen alongside COVID recovery efforts by reconfiguring routes and adding service needed to maintain social distancing as riders return to the Metro bus and rail lines. Weekday ridership is approximately 635,000, about 3/5<sup>th</sup> of pre-COVID levels.

**C. Metro Traffic Reduction / Congestion Pricing Study**

Mr. Lantz briefly explained that Metro is looking into three options for generating revenue under the program, a vehicle-miles-travelled (VMT) fee, a fee tied to congested corridors, or a cordon fee that would be imposed as vehicles enter a congested area such as downtown L. A. Metro is looking for cities that want to serve as a demonstration area. The South Bay does not have the congestion Metro would be looking for in a demonstration project and would likely not be considered for the pilot. Metro staff has also indicated that the VMT option is likely too complex to implement at this time.

**D. Metro Free Fare / Fare Capping Study**

Mr. Lantz explained that Metro is considering a new systemwide fare policy with fares in multiple, or all, fare categories made free. The agency is also considering a policy that would cap fares for those categories that are not free. The capping policy would allow riders to pay the full fare for each ride until the daily, weekly or monthly pass cost has been paid then ride free for the balance of the period covered by the pass.

Staff is looking into revenue losses, potential ridership gains, and other factors. Recommendations will likely be made to the Metro Board in December or January. If a free fare is implemented, it would have ripple effects on Metro's other partners, such as local municipal operators, due to transfer programs, formulas that determine transfer reimbursements, and more. Mr. Szerlip added that the last time Metro looked at its fare structures was under the prior CEO when fares were raised. Mr. Lantz added that as the Metro Board membership changed and new leadership came in, fare increases have not been widely supported by staff or the Board.

**VII. Three Month Look-Ahead – Mr. Lantz briefly summarized the report.**

**VIII. Announcements / Adjournment**

Acting Committee Chair Valentine closed the discussion at 11:21 a.m. to November 9,