



**SOUTH BAY CITIES**  
COUNCIL OF GOVERNMENTS

20285 S. Western Ave., #100  
Torrance, CA 90501  
(310) 371-7222  
[sbccog@southbaycities.org](mailto:sbccog@southbaycities.org)  
[www.southbaycities.org](http://www.southbaycities.org)

October 8, 2018

Board of Directors  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, Ca. 90012  
Attention: Michele Jackson, Board Secretary

**RE: SUPPLEMENTAL LETTER - PROPOSED CRENSHAW / LAX – GREEN  
LINE INTERFACE OPERATING PLAN**

Dear L. A. Metro Board Members:

The SBCCOG previously approved requesting that Metro consider Option C-5, C-4, or C-3 for the Crenshaw / LAX – Green Line opening day operations and make necessary capital investments to enable a transition to the B-2 operating plan by the time that the Green Line is extension to Torrance opens in 2028. A letter was approved and is attached. We now understand that Metro staff continues to recommend Option C-1.

The current Green Line has provided a one-seat ride between Norwalk and the El Segundo Employment Area since it was opened in August 1995. SBCCOG is very concerned that a significant portion of current riders will abandon the Green Line if C-1 is implemented.

Option C-1 adds a 7-9 minute delay for current Green Line riders between Norwalk and Redondo Beach by forcing all riders to travel on the Crenshaw / LAX line to a transfer station at Century and Aviation in order to continue their trip on the Crenshaw/LAX line or Green Line. Riders travelling to the Westside, to Green Line destinations east of the Blue Line, to Santa Monica, Long Beach, and downtown LA destinations will need to transfer a second time at the Exposition Line, Silver Line or Blue line to complete their trip.

We also understand that Metro is able to operate special train service north of the Aviation/LAX station to the La Brea/Downtown Inglewood station under Option C-1 but not under Option C-3. on game days to serve the stadium and sports arenas.

While we are still advocating C-3 as the compromise alternative that addresses our concerns, if the Metro Board selects Option C-1, SBCCOG requests that the following improvements be made before the Crenshaw/LAX opens:

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LOCAL GOVERNMENTS IN ACTION

Carson El Segundo Gardena Hawthorne Hermosa Beach Inglewood Lawndale Lomita  
Manhattan Beach Palos Verdes Estates Rancho Palos Verdes Redondo Beach Rolling Hills  
Rolling Hills Estates Torrance Los Angeles District #15 Los Angeles County

1. Make the La Brea / Downtown Inglewood station the regular northern terminus for South Bay trains rather than only operating to this station on game days;
2. Extend the Green Line Century/Imperial (LAX) station platform to accommodate 3-car trains;
3. Work with LAWA to retain current LAX G-Shuttle bus service from Aviation/Imperial Green Line station until the LAX Automated People Mover opens at the Crenshaw / LAX 96th Street Station;
4. 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 as well as expand the morning and evening hours of the Express Bus service that currently serves the South Bay riders to downtown coming from the Beach Cities. Add connecting express bus service to accommodate South Bay transit riders that cannot use the rail lines.

Our recommendations to improve integration of South Bay rail service when the Green Line is extended to Crenshaw Boulevard in Torrance by 2028 are in the letter that is attached. Although the SBCCOG cannot support Option C-1 for opening day service, we look forward to working with Metro Board Members and staff to achieve first class direct rail service for all three segments of the new lines during the EIR preparation stage of the extension.

Sincerely,

Britt Huff, Chair  
South Bay Cities Council of Governments  
Mayor, Rolling Hills Estates

c.c.: Metro Board Members / Alternates  
SBCCOG Board Members  
Phillip Washington, Metro CEO  
Jacki Bacharach, SBCCOG Executive Director