

South Bay Cities Council of Governments

South Bay Transit Operators Working Group

AGENDA

**Thursday, January 17, 2018
2:00 p. m. - 3:30 p. m.**

**SBCCOG Office
20285 Western Avenue, Suite 100
Torrance, Ca. 90501**

- 2:00 p. m. Self-Introductions and Approval of the November 15, 2018 Meeting Notes (Attachment A)**
- 2:05 p. m. Transit Operator Issues and Concerns**
- 2:15 p. m. Measure M Updates**
 - a. Measure M South Bay Multi-Year Sub-regional Programs Task Force Update**
 - b. Review Project Applications for HEOI, TSMIP I, TSMIP II Programs (Attachment B to be distributed at meeting)**
- 2:35 p. m. Inglewood Special Event Service Coordination Update**
- 2:50 p. m. Green Line South EIR Update**
- 2:55 p. m. SBCCOG Crenshaw/LAX – Green Line Operating Plan**
- 3:00 p. m. South Bay Sub-Regional Funding Options (Attachment C)**
- 3:25 p. m. Announcements**
- 3:30 p. m. Adjournment**

***Next Transit Operators Working Group meeting date – February 21, 2 p.m.
To include an item in the agenda, e-mail to: lantzsh10@gmail.com by February 11th.***

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South Bay Cities Council of Governments

Transit Operators' Working Group

November 15th, 2018

Meeting Notes

Attendees: Joyce Rooney, Leslie Scott, Vinita Waskow (Beach Cities Transit); James Lee, Godfrey Offoegbu (Torrance Transit); Monica Van Luven (GTrans); Steve Lantz, David Leger (SBCCOG)

1) Self-Introductions & Acceptance of the October 18, 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 reported that Caltrans has awarded the SBCCOG a planning grant to develop a slow-speed lane network. The Transit Operators asked for updates to be provided when relevant. Mr. Lee added that Torrance Transit is applying for a grant to do a study for stadium service in Inglewood. The study would identify what traffic mitigation would be needed, the number of buses needed, etc. Torrance Transit will likely be asking for a letter of support from the SBCCOG.

It was also discussed that some transit agencies are having difficulties when it comes to charging their electric buses. One agency in particular is only able to charge two of its 12 buses at the same time. They are also running into issues of time of day rates that they are charged. Transit agencies may apply for Measure M funding to address some charging issues if/when appropriate.

3) Transit Operators Working Group Webpage Description

A webpage was created on the SBCCOG website to post and archive TOWG meeting materials. The Transit Operators provided guidance on the working group description for the webpage.

4) Measure M Updates

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

b) Draft HEI and TSMIP Sub-Regional Program / Project Selection Criteria

Mr. Lantz briefly reported that the Measure M MSP Task Force is still working on project selection and performance criteria for the Measure M MSPs. Drafts were included in the agenda packet for review. Ms. Scott asked that Transit Stop Improvements be specifically identified in the TSMIP (I or II) programs. She recommended that these projects include lighting, signage upgrades, and more communication elements.

5) SBCCOG Crenshaw/LAX – Green Line Operating Plan Options

a) C-1 vs C-3 Map and Letters

b) Bus Transfer Facilities

c) Metro Operations Committee / Board Deliberations Update

Mr. Lantz directed the group's attention to the sample letters in the agenda packet. These can be shared with the community and they are encouraged to submit comments to Metro. Mr. Lantz also reported that the Operations and Customer Service Committee voted earlier in the day to support Alternative C-3 and will make that recommendation to the Metro Board. The advocacy by South Bay and Gateway Cities COGs helped convince the committee of the merits of a C-3 pilot. The Metro Board will now take up the issue at their December 6 meeting.

In relation to the changes/construction occurring at the LAX area of the Green Line and Crenshaw Line, Mr. Lantz inquired as to whether or not Transit Operator lines/transfer points were being changed. The Transit Operators reported that their operating routes will remain unchanged at least until the Crenshaw Line opens in 2020.

6) Special Event Service Coordination

The last meeting with Inglewood was cancelled but attempts to create transit service to and from the city for special events continue. The operators expressed some frustrations when it comes to getting the data they need from Inglewood to be able to provide service cost estimates.

7) Green Line South EIR Update

Mr. Lantz reported that the notice of preparation is being issued in 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.

8) Meeting Attendance RSVP/Cancellation Policy

Mr. Lantz asked that Transit Operators work with SBCCOG staff to identify industry and other events that may impact future TOWG meetings so those meetings can be postponed or cancelled ahead of time if there would not be adequate attendance to hold the meeting. The meeting announcements will also be sent out as Outlook Calendar invites.

9) Announcements/Adjournment – Next Transit Operators Working Group meeting

The meeting was adjourned at 3:14 p.m. to January 17, 2019.

South Bay Cities Council of Governments

January 2, 2019

Attachment C

To: SBCCOG Infrastructure Working Group – January 9, 2019 Meeting
SBCCOG Transportation Committee – January 14, 2019 Meeting
SBCCOG Transit Operators Working Group – January 16, 2019 Meeting

From: Jacki Bacharach, Executive Director
Steve Lantz, Transportation Director

Subject: South Bay Measure R and Measure M Sub-Regional Funding Options
and Strategies

Adherence to Strategic Plan

GOAL A: Environment, Transportation and Economic Development. Facilitate, implement and/or educate members and others about environmental, transportation and economic development programs that benefit the South Bay.

Background

Over the next few months, SBCCOG will be determining its transportation funding priorities for the next five years related to the Measure R South Bay Highway Program (SBHP) and the three Measure M Multi-Year Sub-Regional Programs (MSPs). The Los Angeles Metropolitan Transportation Authority (Metro) is preparing for the opening of the Crenshaw / LAX light rail line in 2020. Metro also is considering the potential to accelerate 8 current project schedules to allow their completion by the 2028 Olympics and Paralympics. The City of Inglewood and Metro have been developing a grade separation project at Florence and Centinela to reduce street congestion in the area. And Metro is considering a new policy related to use of net ExpressLane revenues.

The confluence of Metro initiatives provides an unprecedented need for the SBCCOG to determine its funding priorities for the Measure R and Measure M sub-regional funding that will be available over the next five years.

This memo has been prepared to provide some background on the initiatives and SBCCOG's potential considerations in determining our priorities for our sub-regional investment strategies.

Potentially Affected South Bay Projects

The South Bay has several major projects and programs which could potentially be competing for South Bay sub-regional funding over the next five years including:

1. Measure R and Measure M Sub-Regional Calls for Projects
2. Metro's 28 by 2028 Acceleration Initiative
3. Crenshaw/LAX / Green Line Extension / Green Line South Improvements
4. ExpressLane improvements / expansion

South Bay Calls for Projects

Measure R South Bay Highway Program (SBHP)

Metro, SBCCOG and South Bay agencies are developing the annual Measure R South Bay Highway Program (SBHP) Metro Budget Request. The projects are predominantly led by local jurisdictions, Caltrans District 7, or the Metro Highway Department using staff or consultants. There are currently almost \$275 million in projects that will be completed within the next 5 years and the annual process adds \$30 - \$55 million in new multi-year SBHP project commitments. The FY 2019-2020 request for \$62.4 million consists of \$55.5 million in ongoing projects and \$6.9 million in funding for new projects. The request will be considered by the SBCCOG in January 2019 and recommended for Metro Board approval in March 2019. The funding is reimbursed to South Bay lead agencies quarterly or monthly as they make progress on delivery of their projects.

Measure M Multi-Year Sub-Regional Programs (MSPs)

In addition to the Measure R SBHP, the SBCCOG, Metro and potential South Bay lead agencies are developing the initial 5-year project list for each of the three Measure M MSPs. The Highway Efficiency Operational Improvements (HEOI) Program has approximately \$58 million available over the next 5 years; the Transportation System Mobility Improvements (TSMIP I) Program has more than \$18 million; and the TSMIP II has \$103 million. The SBCCOG Board will consider the 5-year plans in February or March, 2019. Once the Metro Board approves each of the initial 5-year MSP project lists, lead agencies can execute funding agreements with Metro.

Metro's "28 by '28" Initiative

In November 2017, Metro Board received and filed a staff report known as the "Twenty-Eight by '28 Initiative" which includes 28 projects targeted for completion by the 2028 Olympic and Paralympic Games. Twenty of the 28 projects on the list are already slated for completion by 2028. The remaining 8 projects are "aspirational" with current delivery dates later than 2028 that staff has proposed to be accelerated for completion by 2028. Metro staff has identified a \$26.2 billion shortfall to accelerate the 8 projects and is considering a wide range of funding and financing strategies to accelerate the 8 projects.

The "aspirational" projects of which the first 3 are in the South Bay are:

1. I-405 South Bay Curve highway improvements
2. South Bay Green Line Extension to Torrance
3. I-105 ExpressLane
4. I-710 Early Action projects
5. SR57/60 Interchange
6. Sepulveda Transit Corridor
7. Gold Line Eastside Extension
8. West Santa Ana Branch

The Metro Board instructed staff at its September 2018 meeting to make the "aspirational" projects more tangible by returning to the Board with a funding plan to deliver all 28 projects on the accelerated schedule. Metro staff previewed a draft 28 by 2028 Financial Plan for the Metro Board on December 6, 2018 and for the Metro Policy Advisory Committee on December 11,

2018. The plan will be considered in more detail by Metro Board Committees and the Metro Board during the January and February 2019 Board cycles.

During the December 6, 2018 Board Meeting, staff pointed out an important footnote in the 28 by '28 Plan which states that the accelerated target completion date for the 28 projects represents the first year within a three-year range. There are 15 of the 28 projects that, if not completed within their three-year range, would be completed after the 2028 Olympic and Paralympic Games.

Metro staff also has recommended that local jurisdictions wishing to accelerate a project be required to contribute 10% of the project cost. It is unclear if the definition of a project acceleration within the three-year range would require a new local contribution.

During the December 6, 2018 Metro Board Meeting, the staff also urged the Board to honor several “sacred” policies and projects before determining which projects would be accelerated. Staff recommended that the Board not increase Prop. A or C debt limits or change any bondholder covenants that would reduce ongoing funding available for operations and maintenance of the Metro bus and rail systems. In addition, staff urged that the following “sacred” projects not be deferred to fund the acceleration of the 8 “aspirational” projects:

1. NextGen bus restructuring
2. State of Good Repair projects (including the Green Line mid-life rehabilitation improvements?)
3. Ensure funding is available for the following high-priority Metro capital projects including:
 - a. Division 20 rail car facility expansion;
 - b. New bus/rail operations center;
 - c. New subway train radio system;
 - d. New materials management system; and
 - e. Improved I-210 barrier between trains and freeway lanes.

South Bay 28 by 2028 Initiative Projects

Metro has identified three South Bay projects among the eight “aspirational” projects on the 28 by 2028 list. SBCCOG has concerns with each which are as follows:

- a. *I-405 South Bay Curve Highway Improvements* – Several I-405 South Bay Curve improvements worth \$883 million were identified in the 2015 Mobility Matrix and 28 by 2028 Plan. However, Metro Highway staff estimates that \$401 million in funding is needed for a more limited list of projects that can be completed by 2028.

Metro staff has yet to describe which of the more limited list of projects (costing \$401 million) they intend to accelerate within the 28 by 2028 Initiative. It would be important to have certainty on the scope, cost, and the number of years the projects within the I-405 South Bay Curve project would be accelerated as well as the anticipated benefit so that the 10% local acceleration contribution could be calculated and the value of acceleration can be considered. It would also be helpful to know what other improvements were part of the remaining \$400 million that would not be accelerated.

- b. *Green Line South Extension to Torrance* – The line will be extended from the Marine Station in Redondo Beach to Crenshaw Blvd. in Torrance at a projected cost of \$1.167 billion. Theoretically, the project will be accelerated 3 years from 2030 to 2027. However, the EIR and final design will not be completed for two to three years. Therefore, it is probably premature to project when the line will open or what it will cost. Until the project has been environmentally cleared, it is not known if acceleration to open before the Olympic and Paralympic Games is even possible.

Assuming it is possible, if the Metro Board approves the proposed requirement that local jurisdictions seeking project acceleration contribute 10% of the project cost, it would be in addition to the 3% local contribution currently required for new rail projects. It is unclear if local jurisdictions would feel the minimum acceleration contribution of \$116.7 million plus \$35 million additional local contribution would be justified for a 3-year advanced opening.

- c. *I-105 ExpressLanes* – The initiative would accelerate the opening of the I-105 ExpressLanes by three years, from 2031 to 2028. The \$305 million I-105 ExpressLane is not fully funded in the Measure M Expenditure Plan. State law requires net toll revenues to be reinvested in the corridor from which they were generated. Metro staff is developing an ExpressLane Interfund Loan Policy that would allow the Metro Board to borrow 80% of the cumulative net revenues that have been generated by the I-10 and I-110 ExpressLanes to construct new ExpressLanes across L. A. County, beginning with the I-105 ExpressLane. They have stated that this would be a one time only loan from these revenues.

The current I-10 and I-110 ExpressLanes generate approximately \$22-25 million per year in net revenues. Approximately \$120 million in net ExpressLane revenue has accumulated to date. Metro staff is using as its example during discussions with the Metro Board, borrowing \$96 million (80%), on a one-time basis, to expand the ExpressLane network. Metro staff envisions that the program would first be used to fund construction of the I-105 ExpressLanes.

The one-time loan would be repaid to the I-10 and I-110 accounts from net revenues generated by the I-105 ExpressLanes. Future ExpressLanes would be funded by a loan from future I-105 Net Toll revenues and so on with each new ExpressLane being partially funded by the one previous. The loan terms would include a 5% interest rate with repayment over 20 years beginning five years after the I-105 ExpressLane is opened. The SBCCOG staff has recommended that as a condition of the loan all other funding sources to fully fund the new ExpressLane capital costs would be secured by Metro prior to execution of the Interfund Borrowing loan documents.

Metro's proposed policy also continues the ExpressLanes Net Toll Grant Program. In addition to repayment of the \$100 million loan principal, the I-10 and I-110 corridors would receive approximately \$90 million in interest earnings over the repayment period. The I-10 and I-110 corridors also would have available nearly \$150 million over the next 20 years in new ExpressLane net revenues for Net Toll Revenue project grants within 3-miles of the I-10 or I-110 corridors.

A new ExpressLane Net Toll Grant Call for Projects would occur once 50% of the grant funds awarded in a prior round were expended. Metro staff has stated that they will be working with stakeholders to re-evaluate the criteria for eligibility for these funds in 2019. SBCCOG staff has indicated that we would like the ability for an eligible entity to ‘bank’ or bond their funds to build larger projects and these funds should not be part of the required 50% grant funds that have to be expended for another Call for Projects to take place.

Adding the I-105 ExpressLane would extend the Net Toll Grant 3-mile radius to include El Segundo, Lawndale, Manhattan Beach, and Redondo Beach in the South Bay and 9 new cities adjacent to the I-105 ExpressLanes in the Gateway Area under the current policy.

Similar to the Green Line South Bay extension, the I-105 ExpressLane acceleration falls within the 3-year window. However, it is unclear whether the required state approvals, funding plan, environmental clearance, design, and construction can be completed by 2028. Since the Metro Board has yet to adopt its policy for use of net ExpressLane revenues, it is also unclear whether the net revenues can be used instead of the 10% local acceleration funds, especially since the acceleration falls within the 3-year window in the Measure M Expenditure Plan footnote.

SBCCOG has recommended that, consistent with state law, revenues within a corridor first be used for necessary operational improvements that have been identified within that corridor before Metro borrows remaining net toll revenues to construct new ExpressLanes.

In addition, SBCCOG has recommended that the northern end of the I-110 ExpressLane be extended further into downtown to reduce congestion at the current Adams Boulevard terminus. Metro has noted that the extension is currently subject to litigation. It is unclear how active litigation impacts Metro’s ability to, or interest in, setting aside net toll revenues for the potential project. The SBCCOG has also recommended that the southern terminus at the SR-91 interchange be extended to south of the I-405 freeway interchange.

The San Gabriel Valley COG is requesting that the I-10 ExpressLane be extended from its eastern terminus at the I-605 freeway to the San Bernardino County Line using ExpressLane net toll revenues and accelerated to match the timeline for a 33-mile express lane that is being constructed from the L. A. County Line to Redlands in San Bernardino County with a projected opening date of 2024.

Metro staff believes that extending the I-110 and I-10 corridors is outside the scope of operations and maintenance and should be funded with Net Toll Revenue grants or other funding sources.

It is unclear how much the I-10 or I-110 improvements in L. A. County would cost and if the Metro Board will handle acceleration of the I-10 and I-110 extensions consistently or differently. SBCCOG staff recommends that any Metro Board adopted funding strategy for the I-10 and I-110 extensions and operational improvements be subject to a consistent single set of countywide policies and procedures.

Crenshaw/LAX-Green Line Operational Improvements

As an action separate from the 28 by 2028 Initiative, the Metro Board on December 6, 2018 approved the operating plan for the Crenshaw/LAX Line which will open in June 2020. The Board approved option C-3, the option supported by the SBCCOG and Gateway COG, with a performance review after the first year of operation.

During the discussions, several design issues have been raised that, if resolved, would improve reliability and capacity to safely move three-car trains between the Crenshaw Line, the Green Line, and the Green Line South Extension on 6-minute peak-period headways.

The Green Line is due for its mid-life rehabilitation program in 2025. A mid-life rehabilitation project typically includes trackwork, traction power, signals and communications, and vehicles. Metro also uses the closure to construct improvements such as grade separations and platform extensions. When the line was opened in 1995, it was assumed that the Green Line North Extension ultimately would be built to a station at Lot C on the north side of LAX to serve the airport and the Westchester community, then up Sepulveda Blvd. and Lincoln Blvd. to serve the emerging Playa Vista development with a terminal station at Jefferson Blvd. It was assumed that the Green Line could accommodate anticipated ridership with two-car trains. The Crenshaw Line connection between the Green Line, LAX and the Exposition Line was not developed until several years after the Green Line opened between Norwalk and Redondo Beach.

As a result of connecting the Exposition Line with the Green Line via the new Crenshaw/LAX line, ridership is expected to be significantly higher than was originally assumed in the design of Green Line between Norwalk and Redondo Beach. Although the Crenshaw/LAX line will open using two-car trains, at some point in the future this increased ridership may necessitate lengthening station platforms on the Green Line and increasing traction power to accommodate three-car trains.

Metro could address many of the issues identified during the Crenshaw/LAX Operating Plan discussions by accelerating some of the Green Line improvements. Some Crenshaw/LAX and Green Line improvements include:

1. Green Line and Crenshaw Line traction power upgrades
2. Green Line platform extensions at 5 stations
3. Improvement of the WYE junction between the Crenshaw/LAX and Green Lines
4. Additional train cars

However, Metro has not established a schedule for the improvements and it is unclear if and when Metro has funding available for them. It is also unclear whether these improvements would be funded under Metro's State of Good Repair program or would fall under some other Metro program.

Centinela Grade Separation Project

Metro and the City of Inglewood have been actively discussing the addition of a new grade separation on the Crenshaw/LAX rail line adjacent to the intersection of Centinela Boulevard and Florence Ave. Although the Crenshaw/LAX Line was originally environmentally cleared

and constructed with an at-grade crossing of the Centinela intersection in accordance with Metro's rail grade separation policy, Metro and Inglewood have determined that redevelopment of the 300-acre former Hollywood Park may warrant the grade separation due to the additional traffic that will use Centinela to access the new football stadium, a second arena, 2,500 units of housing, 620,000 square feet of retail space, a 300-room luxury hotel, and a revamped Hollywood Park Casino in addition to the Forum.

The Metro Board has authorized staff to solicit consultant services to prepare a preliminary design and cost estimate for the potential Centinela grade separation project and to return to the Board for authorization to award a contract. A funding plan for the \$100+ million project that may include sub-regional funding will be prepared once the study is completed.

RECOMMENDATION

The Transportation Committee should discuss the information in this memo and provide direction which could include asking for additional information from SBCCOG or Metro staff or making recommendations.

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