

TO: SBCCOG BOARD OF DIRECTORS
FROM: RALPH L. FRANKLIN, CHAIR, METRO SOUTH BAY SERVICE COUNCIL
SUBJECT: MONTHLY REPORT FOR AUGUST, 2019
DATE: AUGUST 9, 2019

The meeting was called to order at 9:30am at Inglewood City Hall.

The first presenter, Brenda Martinez-Sidhom, LAWA Community Project Manager spoke on LAWA Airfield and Terminal Modernization Project. The Project is in its very early stage of the EIR process but she presented a project overview. The Project will focus on airfield, terminal and landside improvements while staying within the airport's existing footprint. There are three (3) major project elements:

Airfield Improvements: reconfigures taxiways and runway exits to meet current FAA design standards; improves runway exit configurations to enhance pilot visibility; decommissions two runway exits and replaces with improved designs; extends Taxiway D westerly for operational efficiency and to meet FAA standards; improves Taxiways C & D for access to new terminal facilities; and relocates vehicle service roads. The results will reduce wait times on the tarmac, which would lead to less aircraft idling and a decrease in emissions; it would increase operational efficiency which reduces delays and enhances safety.

Land Improvements: Will provide dedicated access to the new Central Terminal Area (CTA) which will include the new Terminal 9 with **new elevated roadways**; it will add a new Automated People Mover (APM) train station at Terminal 9 which will link to regional mass transit. The results will reduce congestion on nearby public roads and neighborhood streets and enhance access to the Intermodal Transportation Facility West.

Terminal Improvements:

For Concourse O: it will include 11 gates (9 new) for narrowbody planes; it provides international process capabilities; and it will provide up to 1.2 million square feet of facilities (extra seating, check-in areas, security screening, charging stations, etc.); it will maintain curbside and passenger processing at Terminal 1.

For Terminal 9: it will include 12 new gates for widebody planes; provide international processing capabilities; include landside access to/from the roadway system; and provide up to 1.5 million square feet of facilities (extra seating, check-in areas, security screening, charging stations, etc.).

The results will replace west remote gates and accesses new Automated People Mover (ATM) train station as well as a creation of a pedestrian walk-way to future Automated People Mover (ATM) station and a pedestrian corridor to Terminal 8; it will provide additional concessions (restaurants and shops); promote sustainable practices with a minimum LEED silver certification; and create jobs and business opportunities for local and small businesses during construction and operations.

I will note that one change may pose a challenge for the South Bay Cities departing from LAX as the elevated road will not let you go directly south on Sepulveda Blvd. to the 105 Freeway but rather have you travel to 98 Street north of Century Blvd. before you can exit to go south on Sepulveda Blvd.

The goal is to have the completion of this Airfield & Terminal Modernization Project by 2028 for the World Olympics.

The next presenter, Peter Carter, Metro Senior Transportation Planning Manager, spoke on the Sepulveda Transit Corridor Update. The Project purpose and needs are to provide a high-quality transit service that effectively serves a large and growing travel market between the San Fernando Valley and the Westside, including the LAX area. There were a number of feasibility studies and requests for feedback both in the Valley and Westside near LAX. Participants weighed in on rail transit concepts that include heavy rail transit (HRT) or Monorail (MRT); connections to existing/planned transit corridors, alignments and station locations/access; and maintenance and storage facility (MSF). The evaluation criteria used were: community input, compatibility with local and regional plans, cost, cost-effectiveness, potential environmental effects (noise, visual and wildlife habitat), reliability, ridership, sustainability and travel time savings. Metro staff plans to present the final feasibility study to Metro Board in December 2019 and provide the Board Members with selection of alternatives for environmental review.

In our last month meeting the Service Council Members agreed to have a number of NextGen Workshops, however, Scott Greene, Metro Transportation Planning Manager, advised us, they have been postponed until early 2020. We will have a Metro workshop on Proposed Bus Service changes to Lines 40 and 212 at Lennox Library, Saturday October 26th from 10:00am to 12:00pm.

Scott Greene then gave us a Regional Update concerning the closure of Crenshaw Blvd. at Slauson Avenue. Starting Monday, August 12, 2019 Crenshaw Blvd. will be closed in both directions between Florence Avenue on the south to Slauson Avenue on the north. The crews will be removing steel plates and restore the street surface. The closure is expected to last 59 days (until October 10th).

Mr. Greene also reported the current fleet of subway cars are undergoing refurbishment to extend useful life until new cars are received. It will include: new flooring, lighting, fresh paint and vinyl seats. For the rail cars they too will be outfitted with hanging straps. In addition, straps are currently being added to the Red and Purple Lines and subsequently will be added to the light rail cars.

One additional note by Mr. Green, he announced there is an agreement with the City of Santa Monica to install a TVM (ticket vending machine) at LAX City Bus Center. The TVM installation plan is now being reviewed.

The Service Council Members gave comments and line ride reports and were reminded about the Meet and Confer Meeting with Phillip Washington on August 14th from 2:00pm to 4:00pm. Meeting then adjourned.