South Bay Cities Council of Governments

South Bay Transit Operators Working Group

AGENDA

Thursday, November 15, 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 September 20, 2018 Meeting Notes (Attachment A)

2:05 p.m. Transit Operator Issues and Concerns

2:15 p.m. Transit Operators Working Group Webpage Description (Attachment B)

2:20 p.m. Measure M Updates
   a. Measure M South Bay Multi-Year Sub-regional Programs Task Force Update
   b. Draft HEOI and TSMIP Sub-Regional Program / Project Selection Criteria (Attachment C)

2:30 p.m. SBCCOG Crenshaw/LAX – Green Line Operating Plan
   a. C-1 vs C-3 Map and Letters – (Attachments D-1, D-2, D-3)
   b. Bus Transfer Facilities
   c. Metro Operations Committee / Board Deliberations Update

2:40 p.m. Inglewood Special Event Service Coordination Update

3:10 p.m. Green Line South EIR Update

3:20 p.m. Meeting Attendance RSVP/Cancellation Policy

3:25 p.m. Announcements

3:30 p.m. Adjournment

Next Transit Operators Working Group meeting date – January 17, 2 p.m.? (Dark in December?) To include an item in the agenda, e-mail to: lantzsh10@gmail.com by January 10th.
South Bay Cities Council of Governments
Transit Operators’ Working Group
October 18th, 2018
Meeting Notes

Attendees: Joyce Rooney, Vinita Waskow (Beach Cities Transit); James Lee (Torrance Transit); Steve Lantz, David Leger (SBCCOG)

1) Self-Introductions & Acceptance of the September 20, 2018 Meeting Notes
The meeting was called to order at 2:23pm. Meeting notes were accepted as presented.

2) Transit Operator Issues and Concerns
No updates or reports were given.

3) Measure M Updates
   a) Measure M South Bay Multi-Year Subregional Programs Task Force Update
   b) Draft HEOI 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.

Mr. Lee expressed that he thought the initial draft selection criteria were very fair, with only minor language changes suggested. Mr. Lee added that during the MSP Task Force meeting, there was much discussion surrounding the required local match that might be placed on the MSPs, noting that it is not much of a concern to him since the Transit Operators (and most Public Works Departments) should be used to similar requirements because it is standard in many grants. Ms. Rooney added that her only concern with the local match requirement is that larger cities with access to more matching funds may be prioritized ahead of other projects belonging to cities that may not have similar matching funds.

Mr. Lee also noted that regarding the discussion surrounding the economic vitality criteria, it may be worth explaining the cost of not doing a project compared to trying to determine the value of actually doing the project.

4) SBCCOG Crenshaw/LAX – Green Line Operating Plan Options
   a) SBCCOG Board Options Letter
   b) Metro Board Deliberations Update

Mr. Lantz explained that the SBCCOG initially favored Alternatives C4 and C5, but reported that Alternative C3 was a compromise operating plan supported by both the SBCCOG and Gateway COG. Supervisor Hahn and Mayor Butts are committed to trying to get Metro Board approval of C3 as the operating plan. Mr. Lantz asked the Transit Operators what expanded bus service should be provided. The Transit Operators agreed that Sunday service and later service hours would most likely be the most beneficial. There was also discussion about creating a special service, such as an I-405 Express Service to UCLA. Mr. Lee noted that UCLA is very interested in a transportation alternative such as this for its students/staff and would likely be willing to partner with a Transit Operator to turn it in to a reality.

5) Special Event Service Coordination
The Transit Operators continue to meet with Inglewood representatives in an attempt to create transit service to and from the city for special events. They expressed some frustrations when it comes to getting the data they need to be able to provide service cost estimates.
6) **Green Line South EIR Update**  
Mr. Lantz reported that the Metro Board voted to initiate the EIR at the September Board meeting. The EIR will be moving forward in Spring 2019 and will hopefully define other needs outside of the scope, including infrastructure improvements along the Green Line to make the Alternative B2 operating plan a possibility. Mr. Lantz reminded the Transit Operators that it is very important to participate in this part of the process particularly responding to the Notice of Preparation and EIR Scoping meetings.

7) **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 the meetings can be coordinated ahead of time if there would not be adequate attendance to hold the meeting.

8) **Announcements/Adjournment – Next Transit Operators Working Group meeting**  
The meeting was adjourned at 3:21 p.m. to November 15, 2018.
South Bay Cities Council of Government

November 15, 2018

TO: SBCCOG Transit Operators Working Group
FROM: David Leger, Environmental Services Analyst
       Steve Lantz, Transportation Director

SUBJECT: Transit Operators Working Group (TOWG) Description for SBCCOG Website

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

The SBCCOG includes its active Committees and Working Groups on the agency website. Historically, the TOWG met irregularly. However, during the last two years, the TOWG has begun to meet monthly. SBCCOG staff has developed a webpage for the TOWG to host meeting announcements, agendas, meeting notes, and meeting materials. Visitors can find the webpage at: http://southbaycities.org/committees/transit-operators-working-group

SBCCOG Staff developed the following draft TOWG description to be included on the TOWG’s webpage:

“The Transit Operators Working Group (TOWG) focuses on improving and expanding public transportation services in the South Bay. The agencies work together to secure funding and to advocate transit policy perspectives to Metro, South Bay elected officials, and agency staff. Projects the TOWG is particularly interested in include South Bay service expansion and coordination, ITS, signal synchronization, corridor improvements, bus and paratransit transportation, transportation technology, storm water and safety improvements.”

RECOMMENDATION
Staff requests that the Transit Operators Working Group provide comments and suggestions on the proposed description, so the webpage can be completed.
MSPs Are Different Than A, C, R, M and SB 1 Local Return Subventions And Measure R SBHP

Local jurisdictions receive Proposition A, Proposition C, Measure R & Measure M Local Return based on their share of countywide resident population and SB 1 formula funds from the State. Measure R South Bay Highway Program is a regional Metro discretionary program in which SBCCOG assists Metro in project development & oversight, and program development & administration. The Measure M Multi-Year Subregional Programs (MSPs) are neither regional nor local: they are discretionary, sub-regionally-managed funds with local jurisdictions or the SBCCOG delivering projects and Metro confirming compliance with the ordinance and Metro’s administrative guidelines.

There are Three 1st Decade South Bay Measure M MSP Funding Categories

- Highway Efficiency and Operational Improvements (HEOI)
- Transportation System and Mobility Improvements I (TSMI I)
- Transportation System and Mobility Improvements II (TSMI II)

MSP Project Eligibility

The South Bay project list must consider projects included in the 2015 Final South Bay Subregion Mobility Matrix. Although SBCCOG can select projects that are not on the Mobility Matrix, these projects are pre-approved by Metro as being eligible for Measure M funding. The 2015 South Bay Subregion Mobility Matrix included 377 projects along with project justifications organized into three packages over the next three decades: Short-term (2015 to 2024); Mid-term (2025 to 2034); and Long-term (2035 to 2045).

- MSP funding is on an expenditure reimbursement basis
- MSP projects must be included in one of the 5-year MSP Plans before they can be funded
- Local Jurisdictions and the SBCCOG are eligible lead agencies of MSP projects.

MSP Project Project Selection Criteria

Selection Criteria are different for the HEOI and TSMIP MSPs:

Highway Efficiency and Operational Improvements (HEOI) Project Criteria

- Improve regional mobility and system performance
- Enhance safety by reducing conflicts
- Improve traffic flow, trip reliability, travel times
- Reduce recurring congestion and operational deficiencies on State Highways or major / minor arterials, key collector roads within one mile of a state highway or farther than one mile as determined on a case by case basis.

Transportation System and Mobility Improvements (TSMI) Project Criteria

- Improve regional mobility
- Enhance trip reliability, system performance, and network connectivity between modes
- Encourage ridesharing, telecommuting, broadband connectivity, and transportation demand management
- Reduce user conflicts
- Projects must serve a principal arterial, minor arterial or key collector roadway. The context and function of the roadway should be considered (i.e.: serves major activity center(s), accommodates trips entering / exiting the jurisdiction, serves inter-area travel)

Information Needed for South Bay MSP Project Consideration

- **Project Location/Physical limits**—the exact intersections, street or other appropriate locations in which work will be performed.
- **Project description**— project need (description of deficiency or issue the project will address), scope of work to be performed, existing constraints to be addressed (e.g.: right-of-way need), and what relevant parties or jurisdictions will be involved in the project.
- **Funding plan**—the project phase(s) to be allocated from Measure M revenues and those that will be paid for by any other fund sources to complete the project.
- **Performance measure outcomes**— description of how the project achieves the applicable qualitative performance measure outcomes.
- **Public Outreach Plan & Community/Council Support**— Inclusion in a current local agency-adopted CIP or equivalent or documented public participation process.
- **Schedule**— list of phases previously completed and proposed schedule for all MSP-funded phases.
South Bay Cities Council of Governments
South Bay Measure M MSP Fact Sheet

Project Selection Criteria Common To All MSPs

- Separate project selection criteria are needed for each of the three MSPs.

- Project selection criteria must be developed in consultation with all potential MSP funding recipients through an outreach process that must be described before a funding agreement is executed between Metro and the SBCCOG for develop of the MSPs.

- The project selection criteria should address the following Metro performance measure themes and desired outcomes:
  - **Mobility** - Relieve congestion; increase travel by transit, bicycle and pedestrian modes; improve travel times; improve effectiveness & reliability for core riders.
  - **Economic Vitality** - Increase economic output; support job creation & retention; support goods movement; reduce household transportation costs; extend useful life of facilities.
  - **Accessibility** – Improve transportation options; improve service to transit; improve first / last mile connections to transit.
  - **Safety** – Reduce incidents; improve personal safety.
  - **Sustainability and Quality of Life** – Improve environmental quality; improve public health; improve quality of life. Support storm water and other water quality activities.

Potentially eligible HEOI Project Examples:

- System and local interchange modifications
- Ramp modifications / improvements
- Auxiliary lanes for merging or weaving between adjacent interchanges
- Shoulder widenting / improvements for enhanced operation of the roadway
- Turnouts for safety purposes
- Intersection and street widening / improvements on a State Highway or within one mile of a State Highway or on major / minor arterials on a case-by-case basis
- Left-turn or right-turn lanes on state highways or arterials
- Safety improvements that reduce incident delay
- Freeway bypass / freeway-to-freeway connections providing traffic detours in case of incidents, shutdowns or emergency evacuations
- ExpressLanes

Potentially eligible MSP Project Examples:

- Highway/Arterial Operational Improvements
- Freeway Operational Improvements
- Managed Lanes – HOV Lanes / Express Lanes
- Freeway Capacity Expansion Improvements
- Signal Synchronization / ITS / Autonomous Vehicle Infrastructure
- Broadband Infrastructure
- Bikeways and Bike Route Infrastructure
- Pedestrian Infrastructure / ADA Improvements
- Complete Streets
- Transportation Enhancement / Beautification Programs
South Bay Cities Council of Governments
South Bay Measure M MSP Fact Sheet

- Goods Movement
- Paratransit (Dial-a-Ride, Senior / Disabled Capital Projects)
- Metro / Municipal Transit Capacity Expansion
- Transit Centers / Park and Ride Lots and Parking Structures
- Car Sharing / Ridesharing / Vanpool / Telecommuting Capital Projects
- Sustainable SB Plan (Neighborhood-Oriented Development, First / Last Mile Infrastructure)
- Vehicle Conversion (Electric Vehicle Charging Infrastructure)
- Slow Speed Lanes Infrastructure

MSP Program and Project Development
A taskforce has been created to address Selection Criteria, Performance Measures, and SBCCOG’s ongoing oversight role.

Measure M allows the SBCCOG to allocate up to 0.5% of Measure M programmed within each MSP for MSP program development, early project development, and administration. The 0.5% may be taken from any of the MSP programs in an amount not to exceed the aggregate total of each program during the five years. The 0.5% funding cap is approximately $739,000 during the first five years of the Measure M program.

SBCCOG will use the funds to administer the three programs and may be able to provide some funding for early project identification and definition (e.g.: purpose and need analysis, PSRs, conceptual design, and pre-EIR / pre-final design cost estimates) of potential high-priority South Bay MSP projects. Eligibility criteria for the 0.5% funding will be defined in the South Bay MSP Implementation Guidelines.

South Bay MSP Public Participation Element
The SBCCOG needs to submit the South Bay MSP Public Participation Element with the initial 5-year South Bay MSP 5-Year Plan. The Public Participation Element needs to answer these questions:

- Who has an interest in MSP development (by program)? Outreach must include SBCCOG, local jurisdictions, communities, stakeholders, project funders.
- What process/procedures will be followed to meaningfully involve these groups?

Next Steps
August – November 2018: SBCCOG Develops Project Selection Criteria, Performance Measures specific to each of the 3 MSPs

December 2018 – January 2019: Lead agencies develop candidate projects for each of the 3 MSPs including implementation of a public participation element selected by their jurisdiction

January – March 2019: SBCCOG selects first-five-year program of MSP projects using SBCCOG public participation element

March – May 2019: Metro approves first-five-year SBCCOG MSP project lists

July – September 2019: Lead agencies / Metro execute MSP project funding agreement(s)
Sample Green Line Rider Email

If you believe it is important to minimize transfer disruptions and avoid increasing your Metro Green Line South Bay commute by 7 minutes; tell the MTA Board to support Option C-3 for the Crenshaw/LAX – Green Line Opening Day Operating Plan. A decision is anticipated to be made at November/December MTA meetings.

Email your comments to:

jacksonm@metro.net

Subject: Crenshaw/LAX/Metro Green Line Operations Plan

(Suggested Email statement)

Dear Ms. Jackson, Please print this email out for the November Operations, Safety, and Customer Experience Comm and for the December Metro Board Meeting.

Dear Metro Board of Directors,

My name is __________, I am a current Metro Green Line rider. I ride the Green Line to my job in _______. I understand that Metro is considering integrating the Crenshaw/LAX and Metro Green Light Rail Lines by eliminating my current one-seat ride to Redondo Beach and adding 7 minutes and a transfer to my current commute trip. I support the adoption of Option C-3 which will minimize my travel delays.

(Include other personal stories of ridership experience about how the delays will change the quality of your work life and ability to continue to ride the Green Line)

Appear at the Committee/and or Board Meeting in person and address the Committee and the Board directly.

Meeting Dates/Times

- **November** Operations, Safety, and Customer Experience Committee November 15<sup>th</sup> at 9 am. Location LACMTA Headquarters Board Room (One Gateway Plaza, 3<sup>rd</sup> Floor, Los Angeles, CA 90012)
- **December** Board Meeting – December 6<sup>th</sup> 9:30 am. Location LACMTA Headquarters Board Room
Honorable Metro Board of Directors  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012  
Attn: Michele Jackson, Board Secretary

RE: Crenshaw/LAX – Green Line Operating Plan in Support of Option C-3 until 2023

Honorable Members of the Metro Board:

Please vote in favor of Green Line Operating Plan C-3 (“C-3”) as proposed by Supervisor Hahn and Mayor Butts. C-3 has been endorsed by both the South Bay Cities Council of Governments and the Gateway Cities Council of Governments. C-3 will keep the Green Line intact until at least 2023 to ensure that the current ridership is not lost due to multiple transfers and travel delays.

The C-1 plan being proposed by Metro staff would essentially cut off the portion of the Green Line that services the South Bay from the rest of Metro’s light rail system by creating a new South Bay Rail Shuttle line between Redondo Beach and the Crenshaw/LAX Century-Aviation Station.

South Bay riders who regularly travel east on the Green Line directly to their destination will be forced to travel further north to a temporary station stop at Century and Aviation that would be replaced in five years by the Airport Metro Connector. At this new Green Line-to-Green Line transfer point, they will be forced to disembark and wait for an eastbound Green Line train to continue their commute, delaying their current trip by up to 9 minutes. In addition, thousands of riders traveling west on the Green Line from Norwalk to their South Bay jobs in the technology industry, aerospace industry, and at the Los Angeles Air Force Base will also have their commute negatively altered by having to travel north, disembark, and wait for the new South Bay Shuttle. These are major job centers that will continue to grow and attract increasing numbers of employees who would look to light rail as the easiest and fastest way to get to work.

Providing a South Bay Shuttle as Metro’s equity strategy to provide “access to opportunity” does not make sense. By cutting off the South Bay from the rest of our light rail system and disadvantaging current riders five years before the completion of the Airport Metro Connector (the LAX People Mover), Metro will lose loyal riders who won’t return to public transportation. On behalf of current commuters that rely on the Green Line as it is currently, we support Green Line Operating Plan C-3.

Sincerely,

Your Name/Organization
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