

# South Bay Cities Council of Governments

May 9, 2022

TO: SBCCOG Steering Committee

FROM: Steve Lantz, SBCCOG Transportation Director

RE: Metro CLAX/ Green Line Operating Plan Reconsideration

## **Adherence to Strategic Plan:**

*Goal B: Regional Advocacy.* Advocate for the interests of the South Bay.

## **BACKGROUND**

In 2018, L. A. Metro staff discussed with the SBCCOG Metro's initial operating plans for train service between the Crenshaw /LAX (CLAX) and Green Lines. Metro chose Option C-3, a one-year pilot operating plan that provided a one-seat ride between Torrance and Norwalk but required a transfer from the Green Line to the CLAX Line at the Green Line Aviation/Imperial station for travel between Torrance, LAX and the Exposition Line. Although the SBCCOG favored Option C-2, which would provide a one-seat ride between Torrance and the Exposition Line, the SBCCOG Board agreed to support a one-year pilot of C-3 in consensus with the Gateway Cities Council of Governments.

Since that time, Metro has experienced delays in the completion of the CLAX rail project which has shortened the time gap between opening the CLAX line north of LAX and integrating operations between the CLAX line and the Green Line. In addition, the LAX / Metro connector project is under construction which will add a new common station connecting the people mover from all LAX terminals to the CLAX Line at 96<sup>th</sup> Street and Aviation Boulevard rather than requiring a shuttle bus ride between the Green Line Aviation/Imperial station and the LAX terminals.

Metro Staff does not believe there is sufficient time to implement a one-year pilot, evaluate and adjust the CLAX operation plan before the CLAX line can operate through the APM station to the Green Line in 2023 and before the LAX APM station opens in 2024. The northern segment of the CLAX line (Segment 1 - Westchester/Veterans to Expo/Crenshaw) is expected to open in Fall 2022. Segment 2 (between Westchester/Veterans and the Green Line) is now projected for a Fall 2023 opening. The AMC is expected to open in late 2024.

Instead of instituting a one-year pilot, Metro staff is now undertaking a public outreach program to reconsider whether its CLAX/Green Line integrated operating plan should be the compromise C-3 or C-2, which is consistent with SBCCOG's initial recommendation (see C-2 and C-3 schematic drawings, Exhibit 1).

C-2 would enable a one-seat ride from Torrance to the Exposition Line, with one-seat ride extended to Hollywood once the Crenshaw Line Northern Segment is completed. The Green Line trains would provide a one-seat ride between Norwalk and the LAX AMC CLAX station. Riders between Norwalk and Torrance also would transfer at the LAX AMC CLAX station.

Option C-2 provides the best opportunity to increase ridership on the west end of Green Line by providing a competitive north/south service with the opening of the Green Line Southern segment to Torrance enabling a one-seat

ride from Torrance to the Exposition Line and providing a one-seat ride from Norwalk to the AMC station. However, riders travelling from Norwalk to Torrance or Exposition would need to transfer at the AMC station.

For the South Bay, projected C-2 peak-hour ridership would increase ridership on the Green Line South segment between Torrance and Redondo Beach by approximately 1,400 riders per hour with total peak-hour ridership on the segments as follows:

Norwalk to AMC	4,980
Crenshaw/Expo to Torrance	6,320
Airport People Mover	<u>920</u>
Total Peak Hour	12,220

The C-2 option also has lowest operating cost, requires fewer new operators, and requires the smallest railcar fleet expansion. The C-3 option has higher cost due to an overlap of service between Willowbrook/Rosa Parks and Aviation/LAX stations but estimated ridership is minimally different. Metro staff projects the relative cost and operational differences as follows:

<u>Option</u>	<u>Annual Operating Cost</u>	<u>Railcar Fleet Need</u>	<u>Reduced Operators Vs C-3</u>
C-2	\$76.0M	51	-15
C-3	\$90.6M	60	N/C

The SBCCOG Board also requested that Metro immediately begin initiating two significant capital projects to improve the reliability and capacity of the CLAX and Green Lines. One would expand Green Line Platforms to accommodate 3-car trains. The other would increase power capacity at the Green Line and CLAX traction power stations. Metro staff does not believe there is a need to expand platforms to operate 3-car trains or to increase traction power before the CLAX line is extended north from the Exposition Line to Hollywood. The platform extensions and additional traction power will be evaluated in the context of the Crenshaw North project planning.

**RECOMMENDATIONS**

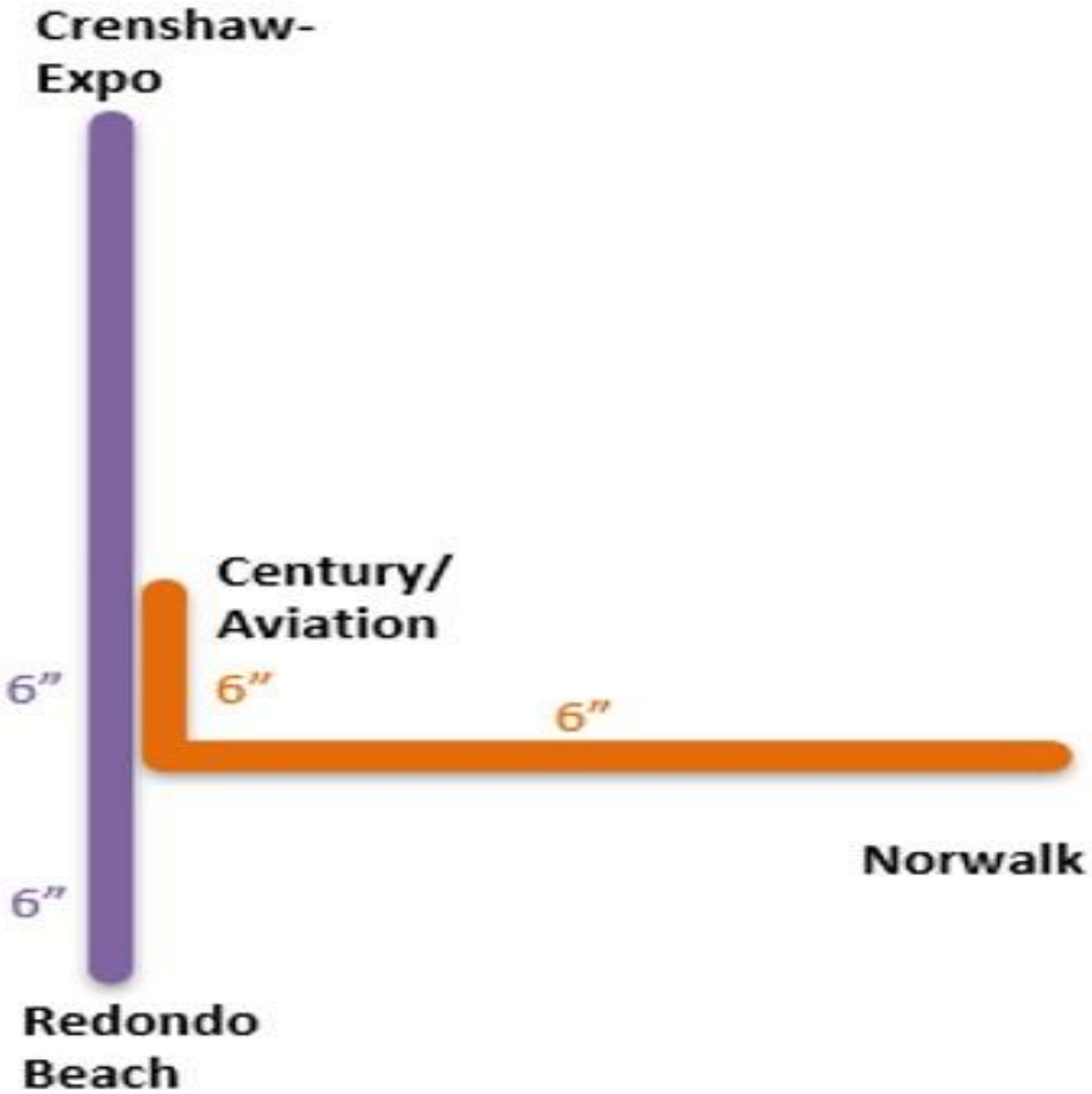
That the SBCCOG Board of Directors:

1. Reaffirms SBCCOG’s endorsement of the C-2 CLAX / Green Line Operating Plan now being proposed by L. A. Metro staff; and
2. Requests L. A. Metro continue development and delivery of the 3-car platform extension projects at the Green Line Aviation, Mariposa, Douglas and Marine Green Line stations to conform with Metro system design standards in all phases of the Crenshaw North light rail segment development.

**Attachment**

**Exhibit 1 - C-2, C-3 Operating Schematics**

# Alt C-2: Crenshaw/Redondo Interline, Norwalk Shortline



# Alt C-3: Green Line shortline, Crenshaw to Norwalk

