



Administrative Report

N.3., File # 23-6903

Meeting Date: 12/5/2023

To: MAYOR AND CITY COUNCIL
From: CAMERON HARDING, COMMUNITY SERVICES DIRECTOR

TITLE

DISCUSSION AND POSSIBLE ACTION ON THE DRAFT TRANSIT SERVICES STUDY REPORT FOR THE BEACH CITIES TRANSIT SYSTEM

EXECUTIVE SUMMARY

On October 5, 2021, the City Council approved a Request for Proposal (RFP) for the Beach Cities Transit (BCT) Transit Services Study (TSS). On February 15, 2022, the City Council approved an agreement with Stantec Consulting Services, Inc. to perform the BCT TSS. The scope of work included a comprehensive analysis assessing and evaluating the current BCT fixed route and WAVE Dial-A-Ride programs in the context of present and projected future operations. The study also included an assessment of the financial and environmental conditions, recommendations for short-range (three to five year) operational changes, and improvements, and long-range (five to 15 year) strategic direction to guide the City's decisions regarding future public transit services and related capital investments for Zero Emission Buses (ZEB) and transit operations facilities.

The attached BCT Transit Services Draft Study Report consists of three analyses and recommendation reports:

- TSS Report 1 - Current Service Review and Futures Analysis that provides an assessment of the current performance of the BCT system and conditions of the operations facilities.
- TSS Report 2 - Short and Long-Range Service Plans, that include the public outreach efforts, and analyze new transportation, land use and development projects impacting BCT services, and provides recommendations for BCT service changes and improvements.
- The BCT Draft Study report TSS Report 3 - Infrastructure and Strategic Planning Needs, that provides recommendations for infrastructure construction of a new operations and maintenance facility and bus capital investments required to support the ZEB transition and continued service.

After including the City Council's input on the Draft BCT TSS, as well as input from the partner cities of Hermosa Beach, Manhattan Beach, and El Segundo, Stantec will finalize the BCT TSS Report which must be completed before December 31, 2023.

BACKGROUND

TSS Report 1 - Current Service Review and Futures Analysis

The BCT system consists of the operation of the fixed routes BCT Lines 102 and 109 serving Redondo Beach, Hermosa Beach, Manhattan Beach, El Segundo, and the LAX area, connecting to

Metro rail stations and other regional transit agencies and the WAVE senior/disabled dial-a-ride service (WAVE). The transit operations management, oversight and reporting, dispatch and scheduling, and administration is contracted out to Transportation Concepts, Inc. They also perform the vehicle maintenance of the CNG fleet comprised of 14 fixed route buses, twelve 32-foot EZ Riders, two 25-foot cutaways, five dial-a-ride 25-foot cutaways, and one minivan.

The City-owned transit operations and maintenance facility is located at 1519 Kingsdale Avenue, adjacent to the Redondo Beach Transit Center and parking facility. CNG transit vehicles are fueled off-site at the Gertruda CNG station, the Clean Energy stations located near LAX, and at the City of Torrance Madrona station.

BCT Lines 102 and 109 provide over 1,300 daily trips. Students account for ~19% of ridership on school days, predominately through the school tripper service provided to Redondo Union High School (RUHS) students.

WAVE operates in Redondo Beach, Hermosa Beach, and specific satellite locations in Torrance (mostly medical facilities), providing curb-to-curb service to Redondo Beach and Hermosa Beach seniors (62+) and people with disabilities. WAVE carries an average of 35 riders each day.

A market assessment and demographic analysis shows that BCT's service area is a diverse and fairly dense area of Los Angeles County. The large proportions of youth, seniors, and car free households indicate a high potential propensity for transit use. However, the high median incomes and high car ownership rates, coupled with low percentages of workers commuting by transit, show that, while land use and demographic conditions could favor greater transit use, most residents rely heavily on private vehicle use for most journeys.

The South Bay is projected to see modest population growth over the next 25 years with more significant growth in employment and jobs, specifically in El Segundo and Hermosa Beach. BCT's importance as a feeder service to regional transit could increase as it serves the growing commuter market. While projected population growth is expected to be less significant, pockets of Redondo Beach are expected to see population growth, specifically in South Redondo around Riviera Village and in North Redondo around the South Bay Galleria.

In upcoming years, Line 109 will predominantly be impacted by changes happening at LAX, including the Automated People Mover (APM) and Airport Metro Connector Station (AMC).

In the future, Line 102 will be impacted by the C Line Extension and the South Bay Galleria Redevelopment. Both of these developments could increase ridership for Line 102 service, as well as impact the use of the Redondo Beach Transit Center.

TSS Report 2 - Short and Long-Range Service Plans

Public Outreach and engagement efforts were designed to receive input from various stakeholders in the BCT service area, including existing riders, other transit operation partners, Beach Cities' staff and elected officials, as well as non-riders.

Engagement Activities	Outreach Methods
<ul style="list-style-type: none"> Community survey for riders, non -riders, and WAVE riders 7 pop-ups across the Beach Cities 3 community focus groups Technical Working Group meeting with key stakeholders Booth at Redondo Beach Springfest 2023 	<ul style="list-style-type: none"> Redondo Beach website Project website BCT Twitter, retweeted by other transit agencies and Beach Cities Onboard BCT buses RUHS student e-blast Easy Reader 4-week full page ad and digital ads Community Services Instagram ads Community Service email list Direct emails to 109 city partners

Based on the results of TSS Report 1 and input gathered during the outreach process, short-range service plans were developed for the five-year planning period. Recommended service plans for fixed route and WAVE services are summarized below.

Line 102

- FY 2024-25 (Plan Year 2): Decrease weekday headways from current headways to around every 33 minutes for most of the day to provide more frequent service after service became less frequent to serve the RBTC
- FY 2024-25 (Plan Year 2): Extend Line 102 from its current terminus at the Pier to Riviera Village. This will create a new transfer hub at the Pier, creates a one-seat ride for South Redondo students, improves access to the Redondo Beach Transit Center and South Bay Galleria
- FY 2025-26 (Plan Year 3): Increase Sunday service levels so that they match Saturday service levels

Line 109

- FY 2023-24 (Plan Year 1): Re-route Line 109 around Manhattan Village Mall and Plaza El Segundo to provide more direct service, reduce travel time, and eliminate stops with very low ridership that are not pedestrian-friendly
- FY 2024-25 (Plan Year 2): Adjust routing around LAX to serve the AMC to provide a direct connection to LAX APM and other transit operators at the AMC
- FY 2024-25 (Plan Year 2): Terminate Line 109 at the Pier and extend Line 102 south from the Pier to Riviera Village to enable easier transfers, provides easier access to the Pier and Veterans Park Senior Center, and reflects travel patterns in South Redondo
- FY 2026-27 (Plan Year 4): Improve weekday AM and PM peak hour service to every 35 minutes to provide a better experience for riders who use Line 109 during peak hours
- Operate a summer bus service on Manhattan Beach Blvd. east-west along Manhattan Beach Blvd. between Metro C Line Redondo Beach Station and Manhattan Beach Pier, Monday-Thursday from 8:00 A.M.-8:00 P.M. every thirty minutes, and Friday-Sunday 10:00 A.M.-11:00 P.M. every thirty minutes, pending funding from the City of Manhattan Beach

WAVE Dial-A-Ride

Survey responses showed the majority of riders were satisfied with the WAVE Dial-A-Ride services. Recommendations focus on opportunities to grow ridership and awareness, as summarized below:

- Outreach and Engagement:
 - Marketing and engagement plan

- Leverage organizational partnerships
- Travel training
- Promote group trips/social outings
- Technology Improvements
 - New scheduling and dispatching software
 - Opportunities to book trips in different ways (Website, App, etc.)
 - Enable WAVE vehicles to take TAP cards

TSS Report 3-Infrastructure and Strategic Planning Needs

It is critical that the infrastructure to charge, maintain, and operate ZEB buses comes first. All efforts to transition to a ZEB fleet will require significant infrastructure upgrades by the City, and support from Departments across the organization. The creation of a ZEB Multi-Department team that includes representatives from the City Manager's Office, Finance Department, Community Development Department, Public Works Department, Fire Department, and the Community Services Department is recommended to support and assist with the implementation of the ZEB Rollout Plan and transition.

At the October 3, 2023 City Council meeting, staff presented an Administrative Report recommending the BCT bus fleet transition to BEBs. That report included information on construction of the infrastructure required at a new transit operations and maintenance facility that will be needed to operate a ZEB fleet. TSS Report 3 provides additional detail regarding the ZEB type analysis, and the necessary facility and electrical infrastructure.

The cost to transition to the ZEB fleet will be estimated in the future when staff is closer to bus procurement. Currently, 30' BEB buses cost over \$1.1 million per bus, which is \$500,000 higher than the cost of a CNG bus. To address the funding gap, the City will need to apply for State and Federal grants to supplement existing Federal capital funding, as well as increase Local Return allocations to satisfy the local match requirements.

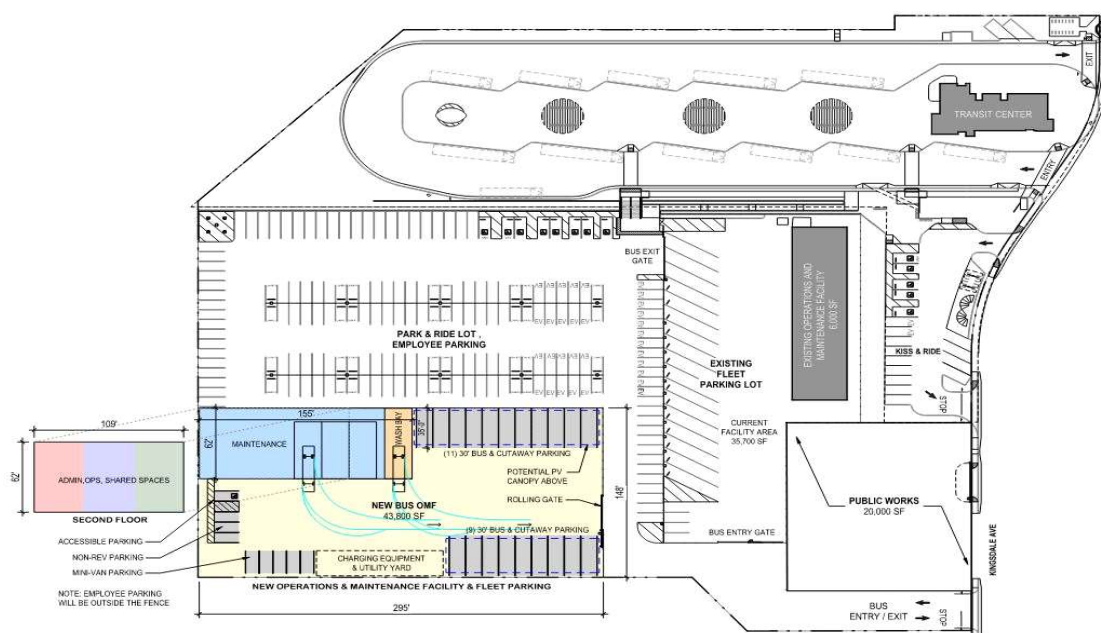
New Transit Operations and Maintenance Facility

The current transit operations facility, located at 1519 Kingsdale Avenue, adjacent to the Transit Center, is not suitable for upgrades or renovation in its current condition. It was built in 1966 and was not designed or built to support ZEB fleet operations. Furthermore, the existing operations and maintenance building and bus parking area are too small and need replacement to sustain the ongoing BCT operations.

A new, modernized Transit Administration and Operations and Maintenance Facility must be constructed to support the successful deployment of the ZEB fleet. Significant upgrades and facility modifications are necessary, including the installation of BEB chargers and dispensers, a new transformer and switchgear, and reorganization of the bus yard. The proposed site plan layout of the new Transit Administration and Operations and Maintenance Facility shows the relocation of the operations facility from the east side of the upper parking lot to the southwest corner.

The necessary building space to perform the administration and operational functions is approximately 16,264 sq. ft, and can be accommodated within a two-story building. The remaining footprint of the facility will be used for bus parking, charging infrastructure, and related operations functions, for a total of approximately 54,000 square ft. (1.23 acres).

The design of the new facility must begin by FY 2025-26, and construction should be completed by 2030 in order to be operational when the first ZEB buses are projected to be placed in service.



The City has been awarded approximately \$32.1M in Subregional Metro Measure R Funding which will be available in Fiscal Year 2025-26, from the South Bay Cities Council of Governments to fund the planning and construction of the new ZEB transit operations and maintenance facility. The City's local match requirement for these funds is \$1.2M. Staff will return to City Council for the approval of the funding memorandum of understanding (MOU) in FY 2024-25.

COORDINATION

Staff coordinated the various aspects of the study with key stakeholders including City representatives of Hermosa Beach, Manhattan Beach, El Segundo, Metro, Torrance Transit, and GTrans. Public Outreach was performed via local print and online media, social media, at special events, local farmer's markets, and key transit stops. ZEB operations and maintenance facility concepts were reviewed by staff in the City Manager's Office and the Public Works Department.

FISCAL IMPACT

The cost of the Transit Services Study is \$244,670. Funding for the Study was provided by Transportation Operations Restricted Proposition A Funds. The cost of any specific BCT service change approved by City Council following the Study will be considered during the applicable Fiscal Year Budget. Dedicated transportation restricted funds are expected to be available in future years to fund the proposed BCT service changes and bus procurements. The \$32.1M of Subregional Metro Measure R Funding for the planning and construction of the new ZEB transit operations and maintenance facility will be available to the City in FY 2024-25. The City's local match requirement for these funds is \$1.2M and will be covered using other transportation restricted funds that will be appropriated as part of the FY 2024-25 CIP Budget.

APPROVED BY:

Mike Witzansky, City Manager

ATTACHMENTS

- Beach Cities Transit, Transit Services Study Draft Report and Appendices B and E, October 2023
- Appendix A - Public Outreach Summary Report, Beach Cities Transit, Transit Services Study Draft Report, October 2023
- Appendix C - Space Needs Program, Beach Cities Transit, Transit Services Study Draft Report, October 2023
- Appendix D - Site Plans, Beach Cities Transit, Transit Services Study Draft Report, October 2023
- Appendix F - Cost Estimate, Beach Cities Transit, Transit Services Study Draft Report, October 2023
- Presentation Beach Cities Transit, Transit Services Study Draft Report
- City Council Administrative Report - Results of the Transit Operations Analysis Regarding the Conversion of the Beach Cities Transit Fleet to Zero Emission Buses, October 3, 2023
- City Council Presentation - Results of the Transit Operations Analysis Regarding the Conversion of the Beach Cities Transit Fleet to Zero Emission Buses, October 3, 2023
- Deploying Charging Infrastructure for Electric Transit Buses, July 2022
- ZEBRA - ZEB Deployment Guidebook