



## Legislation Details (With Text)

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**Type:** Action Item **Status:** Municipal Matter  
**File created:** 5/16/2019 **In control:** City Council  
**On agenda:** 5/28/2019 **Final action:**  
**Title:** PARTICIPATION IN BEACH CITIES TRANSIT (BCT) LINE 109 AGREEMENT, WITH NO REQUIRED FINANCIAL CONTRIBUTION FROM THE CITY FOR FISCAL YEAR 2019-2020, WITH THE CITIES OF EL SEGUNDO, MANHATTAN BEACH AND REDONDO BEACH, FUNDED FROM PROPOSITION A FUNDS (Community Development Director Ken Robertson)

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** 1. 1. BCT Transit Service Operation Agreement 2019 to 2020, 2. 2. BCT Line 109 Cost Sharing Estimates for Fiscal Year 2020, 3. 3. Redondo Beach Memo BCT Line 109 2018 Closeout, 4. 4. SUPPLEMENTAL eComment from Bob Wolfe (submitted 5-28-19 at 10:54am).pdf, 5. 5. SUPPLEMENTAL eComment from Claudia Berman (submitted 5-28-19 at 3:06pm).pdf

Date	Ver.	Action By	Action	Result
5/28/2019	1	City Council		

**Honorable Mayor and Members of the Hermosa Beach City Council  
Regular Meeting of May 28, 2019**

**PARTICIPATION IN BEACH CITIES TRANSIT (BCT) LINE 109  
AGREEMENT, WITH NO REQUIRED FINANCIAL CONTRIBUTION  
FROM THE CITY FOR FISCAL YEAR 2019-2020, WITH THE CITIES  
OF EL SEGUNDO, MANHATTAN BEACH AND REDONDO BEACH,  
FUNDED FROM PROPOSITION A FUNDS  
(Community Development Director Ken Robertson)**

**Recommended Action:**

Staff recommends that the City Council:

1. Approve participation for one year along with the other beach cities, with no required financial contribution from the City for Fiscal Year 2019-2020; and
2. Direct the Mayor to sign the agreement on behalf of the City.

**Executive Summary:**

The Beach Cities Transit (BCT) Line 109 provides service for a portion of former Line 439 that was discontinued by Metro in 2006. Since that time, Hermosa Beach along with the cities of El Segundo, Manhattan Beach, and Redondo Beach have participated in a cost-share agreement to provide

funding for BCT Line 109 operation, which starts from Redondo Beach Riviera Village to LAX City Bus Center. Redondo Beach is a municipal transit operator and annually receives dedicated transit funds under the Formula Allocation Procedures (FAP), which incorporate transit performance data to allocate transit funding. The Los Angeles County Metropolitan Transportation Authority (MTA) allocates the FAP funds, which consist of dedicated Proposition A and C, Measure R and Measure M funds, in addition to other dedicated transit funding, to the municipal transit operators. BCT Line 109 is funded through this combination of regional FAP transit funds, fare revenues from riders and dedicated Proposition A Local Return Transportation Funds. Redondo Beach estimates BCT Line 109 will be fully-funded by the dedicated transit funding and other State funds.

### **Background:**

On July 1, 2006, Redondo Beach and Hermosa Beach entered into a Transit Service Operation Agreement to enable BCT Line 109 to take over public transportation services for the discontinued Los Angeles County MTA Line 439 for a two-year term. Redondo Beach and Hermosa Beach subsequently entered into new agreements relating to Line 109 in 2008, 2010, 2011, 2012, 2013, 2015, and 2017. The 2017 Agreement expires on June 30, 2019, and the participating cities desire to enter into a new agreement on the terms and conditions set forth in the attached agreement.

This Agreement would be effective as of July 1, 2019, and would have a one-year term expiring on June 30, 2020, given that there is not a need for City funding contribution for FY 2019-2020.

### **Analysis:**

BCT estimates the FAP fund sources will fully cover the operating expenses and costs associated with the future installation of Real-Time Information (RTI) capital equipment and systems, and related operation expenses. Therefore, the City's contribution for FY 2019-20 shall be \$0.

BCT will fully fund the operating expenses incurred by the transit contractor, and fuel expenses. Operating expenses are incorporated in the service hour rates and include without limitation, driver wages, general administration and overhead, and maintenance costs. In addition, BCT will purchase and install Real-Time Information (RTI) capital equipment and systems, and related operation expenses. RTI System expenses include without limitation, capital equipment, passenger/administration interface programs, cellular and internet hosting of RTI services and report management programs. RTI allows passengers to receive real-time, up-to-date transit information provided by vehicle GPS tracking to predict when the next vehicle will arrive at any given transit stop, thereby reducing wait times and the reliance on schedules. This system is expected to improve customer service, increase customer satisfaction, and improved visibility of transit in the community. RTI can be received through phone, website, smartphone applications and SMS text messaging. RTI will also be available to users of Google Maps which will include live arrival and departure times to bus stops and service alerts.

### **General Plan Consistency:**

PLAN Hermosa, the City's General Plan, was adopted by the City Council in August 2017.

Participation in funding Beach Cities Transit (BCT) line 109 supports several PLAN Hermosa goals and policies that are listed below.

The City of Hermosa Beach is committed to promoting healthy environments and lifestyles. In 2012, Hermosa Beach was the first city in the country to adopt a Living Streets Policy that promotes the health and mobility of all Hermosa Beach citizens and visitors by providing high quality pedestrian, bicycling, and transit access to destinations throughout the city. (Healthy Environment and Lifestyles, Pg. 52, PLAN Hermosa). Beach Cities Transit provides local transit service for the Los Angeles Beach Cities. Daily weekday and weekend transit services are served by two routes, Transit Lines 102 and 109. Line 109 runs north-south beginning at the Redondo Beach Riviera Village and runs along the coast through Manhattan Beach, Hermosa Beach, and Redondo Beach and ends at the Los Angeles Airport City Bus Center (Transit Access, Beach Cities Transit Pg. 122 PLAN Hermosa).

**Mobility Goal 4.** A parking system that meets the parking needs and demand of residents, visitors, and employees in an efficient and cost effective manner.

***Policy 4.9 Encourage TDM strategies.** Encourage use of transportation demand management strategies and programs such as carpooling, ride hailing, and alternative transportation modes as a way to reduce demand for additional parking supply.*

**Mobility Goal 6.** A regionally integrated transportation system that provides local and regional connections to regional transit services, bicycle facilities, and other inter-modal facilities.

***Policies:***

**6.1 Regional network.** *Work with government agencies and private sector companies to develop a comprehensive, regionally integrated transportation network that connects the community to surrounding cities.*

**6.2 Regional travel patterns.** *Consider regional travel patterns when collaborating on regional transit and transportation projects to ensure investments facilitate greater mobility and access for residents, businesses, and visitors to and from Hermosa Beach.*

**6.4 Coordinate with agencies.** *Coordinate with regional transportation agencies and surrounding cities to improve local access and connections to regional public transit services.*

**6.6 Greater utilization of BCT.** *Consider exploring opportunities for greater utilization of the Beach Cities Transit system for improved mobility along major corridors and as a potential means of improved regional transit connections.*

**Fiscal Impact:**

There is no fiscal impact to the City given that a City funding contribution is not required for FY 2019-20. Therefore, the City's contribution for FY 2019-20 shall be \$0.

The 2019-20 budget includes an estimated funding contribution of \$12,994 in Proposition A funds based on the FY 2018-19 contribution. FAP fund estimates were not available at that time. After Metro released the Transit Funding Allocations for the region in April, and FY 2019-20 BCT Line 109

operating expenses were projected, it was determined that there are no funding shortfalls for the transit service, therefore Redondo Beach is not requesting a City contribution for FY 2019-20.

The table attached shows the BCT Line 109 Cost Sharing Estimates for Fiscal Year 2020.

**Conclusion:**

Participation in the joint program with the other beach cities has been a good use of Proposition A transportation funds. Beach Cities Transit schedules are available online at [www.beachcitiestransit.org](http://www.beachcitiestransit.org) <<http://www.beachcitiestransit.org>>, at various city department public counters, the Hermosa Beach branch county library and the Chamber of Commerce to encourage ridership among local residents. Also, links to this service along with other public transportations options are provided on the Hermosa Beach website.

**Attachments:**

1. Transit Service Operation Agreement for Fiscal Year 2019-20
2. BCT Line 109 Cost Sharing Estimates for Fiscal Year 2020
3. Redondo Beach Memo BCT Line 109 2018 Closeout

**Respectfully Submitted by:** Ken Robertson, Community Development Director

**Noted for Fiscal Impact:** Viki Copeland, Finance Director

**Legal Review:** Mike Jenkins, City Attorney

**Approved:** Suja Lowenthal, City Manager