

TO: SBCCOG BOARD OF DIRECTORS
FROM: RALPH L. FRANKLIN, CHAIRMAN: METRO SOUTH BAY SERVICE COUNCIL
SUBJECT: MONTHLY REPORT FOR APRIL, 2018
DATE: APRIL 26, 2018

We had Metro FY19 Budget Overview by Budget Director Drew Phillips. The FY19 Proposed Budget for Metro is \$6.6 Billion. The Budget is geared toward various program types and listed in eight (8) categories as follows: **1.** \$2.2 Billion for Transit Infrastructure, Highway and Regional Rail, (Purpose: Transit Expansion & Highway Projects, Measure R/M Projects and Metrolink); **2.** \$1.8 Billion for Metro Transit – Operations and Maintenance (Purpose: Bus and Rail Services as adjusted by Service Councils and Board); **3.** \$0.5 Billion for Transit Asset State of Good Repair (Purpose: Rail Fleet Procurement, Bus Acquisition and Wayside Systems); **4.** \$1.3 Billion Subsidy Funding Programs (Purpose: Transit Operators, Access, 88 cities and unincorporated areas); **5.** \$0.1 Billion for Congestion Management (Purpose: Express Lanes, Freeway Service Patrol and Call Box Program); **6.** \$0.2 Billion for General Planning and Programs (Purpose: Identify regional mobility needs and solutions); **7.** \$0.4 Billion for Debt Service (Purpose: Obligations from current and past projects) and **8.** \$0.1 Billion for Oversight and Administration (Purpose: Includes legally required functions, efforts to administer Measure R/M and other agency wide support). Public comments are welcome on the proposed budget. You can submit your remarks by mail or email your comments to: budgetcomments@metro.net. The deadline for written comments is Friday, May 11th by 5:00pm. You may also attend a Public Hearing at Metro Headquarters on Wednesday, May 16th at 12:00pm in the Board Room.

A Presentation was given on the NextGen Bus Study Listening Session by Conan Cheung, Senior Executive Officer, Service Planning and Development. The Public and Service Council Members were able to engage in a healthy and spirited dialogue. As Metro prepares for the next generation of transit riders, it is critical that assessments be made on their preferred method of travel. The study offers five (5) steps for public engagement: Step 1: Between March-April is the “Listen and provide details on why we are doing NextGen”; Step 2: May-June “Assess what the market tells us about how we travel”; Step 3: “Evaluate how existing bus service relates to the needs of the rider”; Step 4 “Develop potential bus service concepts to better meet the needs of the rider”; Step 5 “Revise bus service concepts and compare in a new bus service plan”. So far Metro has learned from the riders that buses are not reliable for on time performance; there is a need for more frequent arrivals (i.e. 10 minutes or less) and more weekend service. Riders depend on bus/public service and really struggle to schedule their trips for travel for both personal and work needs. The Public is welcome to go online at www.metro.net/nextgen and make additional comments. Mr. Cheung will return to the South Bay Service Council at our June meeting to do a presentation on: “What the market tells us about travel patterns, attitudes and preferences”. Each Metro Service Council (5 Service Councils) has a representative assigned to the NextGen Bus Study Group and Meighan Langlois, from LAWA, is our representative.

It is interesting to note that over 61% of the riders that Metro services are below the poverty line. In the South Bay, buses for the month of February 2018, are only 70% on time and we have nearly 15% of the riders that pay a short fare or no fare at all.

In conclusion, we had the Council Members make their final comments and/or gave their line ride reports.