
MEMORANDUM

TO: SBCCOG BOARD OF DIRECTORS
FROM: RALPH L. FRANKLIN, CHAIRMAN: METRO SOUTH BAY SERVICE COUNCIL
SUBJECT: MONTHLY REPORT FOR AUGUST, 2018
DATE: AUGUST 23, 2018

We had some very robust discussions on several of the Agenda items and were, unfortunately, unable to complete the balance of the Agenda as posted due to time limitations.

The first presenter, Mr. Richard Morallo, Community Relations Manager spoke on Metro's Community Education Program. The goal of the program is to increase safe ridership through informative and site specific safety programs and he addressed the three E's of rail safety: Education, Engineering and Enforcement. The Program embraces the communities along the Metro line and Metro staff revisit the community and organizations annually. Within the Community Education Program there is the Transit Safety Program. Staff provides a rail safety presentation to all schools (public, private, charter and trade schools) within a 0.5 mile radius of the Blue Line (60 schools), Gold Line (60 schools) and Expo Line (69 schools) for a total of 189 schools. In addition, they provide outreach to all community/recreation centers, libraries and senior centers within a 1.5 mile radius. Service Council Members raised an issue that your school outreach is too narrow since Metro does focus on first and last mile travel. The outreach radius should be increased to a one mile as opposed to the current 0.5 mile radius.

Mr. Morallo also shared that they participate in a number of community events and attended 135 community events in FY17 and, during those events, made 118,312 personal contacts. They also provide quarterly Safety Campaigns. The Campaigns included: Site Specific Pop-up Events, Calendar Mailers, Law Enforcement Meet & Greets and Site Specific Ads (via Billboards, Digital, Radio and GPS Targeting through Waze). The Program focuses on getting the future generation to use public transit as their means for transportation. A Metro Rail Safety Orientation Tour Program has been developed and tailored to schools (primarily elementary age students) located within the 0.5 mile radius of the light rail lines. At the conclusion of the program and upon completion of an on-line presentation survey, the participating classes receive a Metro Day Pass.

Last month, there was a request by Metro Staff to adopt a motion to support the Green Line Extension to Torrance Project Advancement. The Council Members adopted such a motion, and authorized a letter to be submitted to the Metro Board, with a signature from me as the Council Chair, supporting that position. A copy of the letter has been made available with this report (see Attachment #1).

The next presenters were led by Mr. James Wei (pronounced "Way"), Project Manager, who spoke on the New Blue Improvements Project. A very lengthy dialogue took place during the course of the presentation with the Service Council Members making comments and raising a series of questions. The presentation, "Next stop: a better Blue Line" addressed the entire line along with a series of station improvements. These station improvements would include Train Control, Track and Overhead Power Improvements, in addition to new customer amenities and services and Blue Line platform mezzanine improvements.

Metro is investing \$350 million on improvements to the entire 22 miles of the Blue Line to enhance safety, increase reliability and improve the customer experience. In January 2019, Metro will begin a series of construction and maintenance projects to modernize the Blue Line that will take approximately eight (8) months to complete. During this transition there will be three (3) levels of bus shuttle service to customers: Blue Line Local Shuttle (Free) for all closed stations operating Blue Line hours; Blue Line Select Shuttle (Free transfer with TAP or \$1.75) on select closed stations, Monday through Friday, peak hours (6-9am, 3-7pm) and: Blue Line Express Shuttle (Free transfer with TAP or \$1.75) for express stops Monday through Friday, peak hours (6-9am, 3-7pm).

The Willowbrook/Rosa Parks Station, which is one of the busiest stations in the system, will be closed during this eight month period but in two different phases. The first phase will be from Jan – May, 2019, from Willowbrook/Rosa Parks Station to the Downtown Long Beach Station and the second phase will be from May – September 2019, from the Willowbrook/Rosa Parks Station to the 7th Street/Metro Center Station. In addition, during the same time period there will be a 45-day closure of 7th Street/Metro Center Station to Pico Station (Blue Line/Expo Line Connection).

Needless to say, Service Council Members had many concerns which included enhanced security and public bathrooms on platforms, progress reports on staying within budget and on-time construction performance just to name a few. In addition, there were concerns raised regarding community outreach which will be provided in six (6) different languages and the transit passenger information system needs to have real-time messaging on arrivals. We have requested that this item come back before us in Spring 2019 for further review.

The final item we addressed was the Service Council Members voted to submit a letter of support for Metro Application to the Federal Transit Administration Grant Program for the Replacement of Contract Service Diesel Buses. The letter submitted was adopted by the Service Council (see Attachment #2).

This concludes my report.



Metro

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Board of Directors
Los Angeles County Metropolitan Transportation Authority
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Los Angeles, CA 90012

August 10, 2018

Dear Metro Board of Directors:

In October 2017, the South Bay Service Council received a South Bay Light Rail Extension Project update; multiple public comments on the project have been received at subsequent Council meetings.

At our July 13, 2018 meeting, the South Bay Service Council voted to formally express support for the South Bay Light Rail Extension project to move forward. More specifically, we urge the Metro Board to authorize moving this project forward into the Environmental Impact Study phase inclusive of all alternatives to be considered.

The South Bay Service Council recognizes that neighboring communities have their individual concerns regarding this project; we encourage Metro to continue its extensive community outreach efforts and to work through those concerns with the local municipalities and community groups. This letter evidences our strong support for advancement of the Green Line Extension to Torrance Project.

The members of the South Bay Service Council respectfully request that the Board direct staff to recommend alternatives for consideration and further review through the Environmental Impact Study process. We will continue to work with Metro to address community concerns and support the project's outreach efforts, and look forward to the provision of expanded transit access for our region's constituents through the eventual completion of this project.

Sincerely,

Ralph Franklin
Chair
South Bay Cities Service Council



Metro

The Honorable K. Jane Williams
Acting Administrator
Federal Transit Administration
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

August 10, 2018

Dear Ms. Williams,

On behalf of the Los Angeles South Bay Service Council, please accept this letter in support of the Los Angeles County Metropolitan Transportation Authority's (LA Metro) grant application to the Federal Transit Administration (FTA) Buses and Bus Facilities Infrastructure Investment Program. LA Metro is requesting \$9.55 million to complete the financing package for replacing 30 diesel buses with an equal number of near-zero compressed natural gas (CNG) buses.

The proposed project seeks to replace the remaining 30 diesel buses that remain in operation in the South Bay region of Los Angeles. The seven routes on which these buses are used receive a combined total of nearly 6 million passenger boardings per year. These buses are well past their useful life and as a result, experience maintenance issues that erode the level and quality of service provided to South Bay residents and visitors, and contribute to local and regional air pollution in an area that suffers some of the worst air quality conditions in the United States.

Selection of LA Metro's application would result in the complete phasing out of those diesel buses, reducing air pollution generated in Los Angeles County while improving the reliability of the service. Our residents are heavily dependent on transit and deserve quality services provided with first-rate, environmentally conscious vehicles such as those used throughout the rest of LA Metro's service area.

At our August 10, 2018 Service Council Meeting, the members of the South Bay Service Council unanimously voted to support LA Metro's application to the FTA Buses and Bus Facilities Infrastructure Investment Program. We are very hopeful that LA Metro's application will be selected so that the South Bay residents we represent will gain both improved air quality and reliable public transit services.

Sincerely,

Ralph L. Franklin
Chair, South Bay Cities Service Council

Cc: Mark Bathrick, Office of Program Management