
MEMORANDUM

TO: SBCCOG BOARD OF DIRECTORS
FROM: RALPH L. FRANKLIN, CHAIR, METRO SOUTH BAY SERVICE COUNCIL
SUBJECT: MONTHLY REPORT FOR JANUARY, 2019
DATE: JANUARY 24, 2019

The meeting was held on Friday, January 11, 2019 at Inglewood City Hall.

The first presenter, Mr. Brett Roberts, Metro Senior Community Relations Officer, addressed the Crenshaw Line Station Naming Overview. His focus was the Airport Metro Connector at the 96th Street Transit Station which is envisioned to be the new transit “gateway” to LAX for transit riders that will be served by both the Metro Green and Crenshaw/LAX Lines. Since it will be the first station one will visit after arriving at LAX, Metro is seeking input on the naming of the 96th Street Transit Station. Key factors to be considered are: Transit System Context (where a property is located); Property Area Context (provide specific information as to the location of the property within the context of the surrounding street system); Neighborhood Identity (property naming will acknowledge that system stations and stops serve as entry points to the region’s communities and neighborhoods) and Simplicity (naming will be brief enough for quick recognition and retention by a passenger in a moving vehicle and to fit within signage and mapping technical parameters). The length of the operational name can only be a maximum of 24 characters as the Station’s name may have the official, Board-adopted name used in documents and legal notices. Mr. Roberts presented us with the following eleven (11) names that have been received so far: 1. Angels Station; 2. Beanfield Station; 3. City of Angels Station; 4. Gateway to Angels Station; 5. LAX/Aviation Station; 6. LAX Gateway Station; 7. LAX Station; 8. LAXury Station; 9. Los Angeles Station; 10. Tuskegee Airmen Station and 11. Westchester LAX Station. **The Service Council also submitted a name: the LAX/Metro Gateway.**

We had a very robust discussion on the TAP Program Update presented by Ms. Kyle Holland, Metro Systems Project Director, and Ms. Robin O’Hara, Metro Executive Director. TAP is now available for use by many muni-operators in the South Bay and, in fact, there are twenty (20) muni-operators now on a joint agencies TAP System. The South Bay is served by the following participating operators: Carson Circuit, Gardena (GTrans), Lawndale Beat, Metro, Palos Verdes Peninsula Transit Authority, Redondo Beach (Beach Cities Transit), and Torrance Transit. Just about all of the muni-operators noted here were required an upgrade to their systems to be able to handle the TAP System with the exception of Palos Verdes Transit (PVT). Mr. Martin Gombart of PVT stated that they already has the required equipment on their buses/system to be compatible with the Metro TAP Program. TAP will soon have a new TAP Mobile App, a Regional Point-of-Sale and Retail TAP Cards. It is also worth noting that a transfer on a 2nd Boarding has been extended in order to transfer between transit agencies. The transfer window is now valid for 2.5 hours from the first tap, instead of 2 hours, which simply means that there will be no additional transfer fee, within that time frame, to board another bus. Riders must, however, have a Stored Value loaded onto their TAP Card as the Transfer fare is calculated automatically and the fares did not increase for service. To launch this program with the muni-operators, Metro has created a 1 Million TAP Card Distribution. They began giving away free TAP Cards in July 2018 and, currently, they have distributed approximately 275,000 TAP Cards. They have also announced that the former tokens used to transfer to another bus will be

discontinued as only TAP Cards or cash will be accepted. As of May 15, 2018, Metro no longer provided tokens to vendors. Beginning September 30, 2019, tokens can no longer be sold to customers and November 29, 2019 will be the last day tokens will be accepted. Unused tokens cannot be returned for a refund. With that being said, once you place a stored value on your TAP card, it, too, will not be refundable. You will have up to ten (10) years to use it or lose it. You can reload your TAP card on any Metro bus but the value must be in dollar increments with a maximum amount is \$20 per transaction. TAP cards will cost \$2.00 and can be purchased at TAP Vending Machines in more than 430 TAP vendor locations. In addition, TAP cards can be purchased at Metro Customer Centers, online at www.taptogo.net or by calling 866-TAPTOGO for any assistance in loading a TAP card. TAP fare boxes on buses and rail station validators have GPS and have real time communication to speed up delivery of fare products purchased online or over the phone with easy-to-read screens. Installation will begin February 2019 and will be completed by Summer 2019. Lastly, there is a new TAP that is being introduced called: TAP Wallet. TAP Wallet allows riders to utilize an account-based system that integrates with their existing legacy system and provides one-stop central payment for Bike Share, Microtransit, Fare Subsidy Programs, Parking, Electric Vehicle Car Sharing, Lyft, Uber and Byrd scooters.

One other important item that was addressed was the letter I read into the record that I received from LA County Supervisor Janice Hahn in support of the South Bay Cities Council of Government's option B-1 as the long-term operating system for the Green Line & Crenshaw/LAX Line. As you know, this option gives riders/customers the most direct access options along each route and maximizes Metro's use of its rail lines. In order to upgrade Metro's infrastructure to allow full implementation of the plan requires solutions to three distinct problems. 1. Full implementation will require the use of three (3) car trains. To be able to do this means upgrading four (4) of the stations along the current Green Line to increase their capacity to handle three car trains: Aviation/LAX Station, Mariposa Station, El Segundo Station and Douglas Station. The Service Council took the position that we want regular updates on addressing these necessary issues; 2. The power must be upgraded on the Crenshaw Line North of La Brea and at the Eastern end of the Green Line; and 3. We echoed that something must be done to achieve at least minimal grade separation at the Y intersection. Staff agreed to report back to the Service Council as this project moves forward with items agenized to address these three concerns.

We reminded everyone in attendance of the NextGen Workshop which is scheduled for Thursday, January 31, 2019, from 4:00pm to 7:00pm, at Inglewood City Hall, Community Room A (first floor).

Mr. Gary Spivack, Metro Deputy Executive Officer, gave our Regional Service Performance Report. The biggest concern was the on-time performance which averaged around 68.5% as noted in the NextTrip App.

Finally, the Service Council Members gave their verbal reports with Council Members Charles Deemer, Roye Love, Elaine Jeng and myself also providing our line ride reports.

This concludes my report.