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**MEMORANDUM**

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

For the past several months, the Service Council Meetings concluded prior to granting the Council Members an opportunity to give their line ride reports and comments. The allotted time to use the facility exceeded that opportunity. Therefore, after the minutes were approved, the Service Council Members were the first presenters to report out on up to four (4) line rides and make their comments. Service Council Members Charles Deemer, Roye Love, Don Szerlip and myself gave line ride reports. It is interesting to note that we had similar experiences of riders who failed to pay the entire fare and opted to pay no fare or a reduced fare, there was an uncomfortable atmosphere on the bus/train ride and/or the bus/train arrived on time.

We received a Sepulveda Transit Corridor Project Update Report by Cory Zelmer, Senior Director, and Peter Carter, Senior Transportation Planning Manager. They addressed the next step of exploring alternatives to the 405 freeway. With the use of Measure M Project Funds, they presented the Feasibility Study in the first phase which is in the process of developing a new transit service that includes Environmental, Engineering, Construction and Transit Service. Due to the fault line, they are performing stress tests for above grade, at grade and below grade. We were presented with several Transit Concepts that included the type of transit (e.g. light rail or monorail); alignment – the route for transit service, terminus station locations – endpoint or final station for the transit alignment; intermediate station locations – stations along the alignment and between the endpoints and vertical configuration (e.g. at grade, underground, or aerial). It was fascinating to learn that they are considering mode of transportation both on and/or off the 405 freeway but all concepts planned would include the extension to LAX. The Feasibility Study Schedule is as follows: December 2017 “Study Kickoff”; Summer/Fall 2018 “Project Introduction”; Fall 2018 “Evaluation of Valley-Westside initial concepts”; Winter/Spring 2019 “Evaluation of Westside – LAX initial concepts”; Summer 2019 “Study completion”; and 2020 “Future Environmental analysis.”

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, however, we also will present a letter to Metro regarding the impact phase of such Green Line Extension. I requested that Vice Chair Don Szerlip assist me in crafting the letter to be available for adoption by the Service Council at our August Meeting.

The Service Council Members were notified and encouraged to complete the Annual Performance Review for Gary Spivack, Deputy Executive Director. The deadline is Tuesday, July 31<sup>st</sup>.

The Service Council Members were presented a Metro South Bay Service Council Fiscal Year 2019 Plan. The plan was adopted with one minor change and that was when service changes are proposed, the evening and/or weekend public session be held in or near the most impacted community.

In addition, we were provided a recap of the South Bay Cities Service Council FY18 Review. It reflects the various service changes, topics presented by presenters, noted times of regional briefings and Service Council Members attendance to meetings and line rides submitted.

The meeting concluded with the presentation by Gary Spivack on the Metro Bus and Rail Performance Report in the South Bay region. The buses overall are clean and there was a noticeable improvement for on-time performance. Complaints per 100,000 passengers in May 2017 to May 2018 are down but our no fare/short fare tends to remain within the 1.4% to 1.6% range. South Bay area has an average weekday boarding for bus use, system wide, of 899,843 (includes contracted bus service) and for rail, system wide, 337,377. In conclusion, Metro has partnered with L. A. County on a Transportation School. A Charter Boarding School (students living on campus) will be part of a larger mixed-use development at Vermont/Manchester. It is hopeful that approximately 400 high school students that may include students who are homeless, in foster care, or may be involved in the criminal justice system, will take advantage of the school which will offer vocational and college prep curriculum. It is tentatively scheduled to open in the Fall 2020.

This now concludes my report.