

TO: SBCCOG BOARD OF DIRECTORS
FROM: RALPH L. FRANKLIN, CHAIR, METRO SOUTH BAY SERVICE COUNCIL
SUBJECT: MONTHLY REPORT FOR JUNE, 2019
DATE: JUNE 14, 2019

The meeting was called to order at 9:33am at Inglewood City Hall and Metro Transportation Associate, Lourdes Alvarez gave us the Safety Tip for the Day: Do not stand in the doorway after you enter the bus but "Move on Down" so others can enter the bus and find seating.

The first presenter was Metro Deputy Executive Officer, Countywide Planning, Frank Ching who spoke on the Micro Mobility Vehicles Program. Metro is currently exploring Micro Mobility, which continues to evolve in the transportation industry, and they are weighing in on allowing Scooters onto buses and trains. The purpose of the presentation was to alert us that there is a plan to develop a program to either prohibit or regulate them with a focus on the areas of Safety, Appropriate Parking etiquette (organize, access and storage), Connections with transit and Equity. The Program Concept will be modeled after Metro's Car Share Program which designates spaces at Metro parking facilities and issues License Agreements. Since each Scooter has an identification number on it, Parking Enforcement will be performed to regulate behavior and record violations and an Administrative Penalty will be applied to the Operating Company invoice for any violations. Metro can only enforce violations within their domain, meaning only within the Metro area. Any domain outside of Metro's area falls under the jurisdiction of the city, county and/or Caltrans property. The program does prohibit parking in ADA spaces and must maintain clearance of ADA access. Also, vehicle cap cannot supersede local jurisdiction laws, rules and regulations. The Operating Company of the Scooters must have proof of permission from those cities that allow Scooters prior to the Operator applying with Metro. Scooters must be parked/returned to pre-designated parking zone(s). When a Scooter is found parked incorrectly, a snapshot photo will be taken, a call made to the Operating Company's 24-hour hotline and a copy of the photo will also be sent. The Operating Company will have two (2) hours to correct the matter otherwise, Metro will have a towing service remove the Scooter(s). It should be noted here that Metro does not assume liability for the Scooter being towed or the cost for storage. Under the California Vehicle Code Section 21113, the Transportation Agency is authorized to adopt a Parking Ordinance to regulate the Metro ROW (Right Of Way) and parking facilities. An important note here is that both E-Scooters and dockless bicycles will also be considered as Micro Mobility Vehicles. This is a two (2) year pilot program and a fine of \$100 will be issued to the Operating Company for each offense. Currently, Los Angeles City has 47,000 Scooters with eight (8) Operating Companies.

The next presenter, Metro Budget Director, Drew Phillips, spoke on the LIFE (Low Income Fare is Easy) Program. The LIFE Program provides transportation assistance to low-income transit riders and offers limited rides to the most economically vulnerable and transit-dependent in Los Angeles County. The program is income-based and they reach out to regular/adult riders, senior/disabled riders, K-12 grade students and college/vocational students who are eligible if their household size and income falls within specific categories. There are multiple agencies that participate in the LIFE Program and individuals can enroll with any participating LIFE Transit Agencies. Once a rider is registered, the LIFE Benefits will be good for eleven (11) months and the benefits will be tracked and loaded onto their TAP Card or they can use TAPTOGO.net. It should be noted here that the stored value on the TAP Card for subsidy options is available for the rider, however, if the TAP Card is used at a RT Vending Machine, the machine will not load the subsidy and the rider will be charged the regular fare. There are three

(3) types of transportation subsidies under LIFE Limited for individuals who are experiencing homelessness, have been discharged from the hospital and/or incarceration or are the victim of domestic violence.

We then had Metro Executive Officer, Service Planning & Development, Conan Cheung, speak on the NextGen Update. He spoke on the Bus Study with a focus on the Regional Service Concept. Since he gave a presentation to us on this topic earlier this year, he reminded us that the goals and objectives are to provide high quality mobility options that enable people to spend less time traveling (Metro Vision 2028). These goals and objectives will include: Target infrastructure and service investments towards those with the greatest mobility needs; Invest in a world class bus system that is reliable, convenient, and attractive to more users for more trips; Metro Board endorsed travel speed, service frequency, and system reliability as the highest priority service design objectives for the NextGen Bus Study; and to Optimize system performance to maximize benefit to the public (attract people to use the system). So far, the 18+ NextGen Public Workshops have garnered 950+ attendees and 1650+ comments and the public feedback was incorporated into the service design concepts. The recurring themes of concern by the public were: more frequency, reliability, accessibility, faster service, better connectivity and safety. The presentation clearly identified that there needs to be better than 2-1/2 times a car's performance to improve the acceptance by the riders. The Los Angeles County region is broken up into eighty (80) zones and over the next several months, additional public outreach/hearings will be conducted, per five (5) Metro Service Councils, as Metro zeros in on the best possible solutions to optimize the system for better performance.

Next the Service Council Members reviewed the FY2020 Work Plan for the South Bay Region. We made several changes to the Work Plan that included: 1) Review FY20 performance targets and receive presentation from Operations staff on plans to achieve and/or exceed these targets; 2) Receive reports about actions being taken to evaluate and upgrade existing Green Line station platforms that cannot be served by three car trains; 3) Receive reports regarding work to achieve improvements in power supply at the eastern end of the Green Line and the northern end of the Crenshaw Line; 4) For each of these areas, provide the information requested that shows appropriate funds have been budgeted in support of this work; and finally, 5) Metro staff will continue to schedule update presentations on the Crenshaw Line and any improvements to the Green Line when new information is available.

Metro South Bay Service Council had their Elections of Officers for the following positions: Chair and Vice Chair. The votes were unanimous to retain Ralph Franklin as Chair and Don Szerlip as Vice Chair.

Due to time restraints, Metro Deputy Executive Officer, Scott Page, gave us a brief summary on the Regional Service Performance Report. All remarks were positive with many improvements. Scott then dropped a bombshell on us when he announced that after 32 years with Metro, he will be retiring effective July 5, 2019. We all wished him well and thanked him for his service.

The Service Council Members then gave their line ride reports along with any additional comments. I closed the meeting with the reading of a personal card that I received from Gary Spivack following his retirement party which read in part, Mr. Franklin, your remarks were from the heart and I was moved. He was extremely grateful for my mentorship during his time with the Service Council.

The meeting adjourned at 12:10pm.