

Tuesday, September 6, 2005

6:30-8:30 PM

MINUTES

Westside/Central Service Sector
Governance Council

Regular Meeting

La Cienega Tennis Center
325 S. La Cienega Blvd.
Beverly Hills, CA 90211

Called to Order at 6:32 p.m.

Council Members present:

Peter Capone-Newton, Chair
Brad Robinson, Vice Chair
Presley Burroughs
Carlos Collard
Greg Fischer
Stephanie Negriff
Anny Semonco

Officers:

David J. Armijo, General Manager



Metropolitan Transportation Authority

Metro

1. Approved August 4 and 11 minutes
2. Public Comment – no general comments
3. General Managers Report from David J. Armijo

Mr. Armijo provided the following performance summary:

- Miles between chargeable mechanical failures:
Westside has implemented an aggressive road call program, utilizing M3 to monitor repeat offenders and counseling to the repeat offenders. There is no target for this year.
- In Service on-time performance:
Staff is providing additional supervision in the yard and meeting daily with Division Maintenance Managers to resolve equipment needs and problems. Collaborative stings with sector management staff and stronger “on street supervision” by TOS’.
 - Currently, our performance, at 61%, is very low. The schedules may need more running time taken into consideration. Derick Mahome also needs more TOSs in the field.
- Bus traffic Accidents per 100,000 miles
We have provided additional training for employees with 3 or more unavoidable accidents within a 13-month period. Working with the Return to Work Coordinator, Sandra Kelly-Williams, to minimize lost workdays. Reviewing monthly claims report.
- Complaints per 100,000 boardings
We are identifying problems in operations by utilizing the ATMS. We are also conducting collaborative line rides with other divisions and reviewing complaint report to determine operator involvement and frequency of complaints.
- W/C indemnity claims per 200,000 exposure hours
Claims are down by 12.63%. We have an individual in the Sector office skilled in this area so we are able to deal directly with the W/C claimant. Schedule at a later date Sandra Kelly-Williams to address the Council.
- OSHA recordable incidents
Our Senior Safety Specialist, Richard Long, and Division Management monitor OSHA recordables. All injuries are investigated by Management, and if necessary, are given authorization to go to a clinic in their area. Photos are taken at the time of the incident and the employee will reenact the incident.
 - The overall OSHA recordable incidents are down 50% within the last 5 years. To improve time needed to address injuries, Westside personnel interviewed clinics and chose four clinics nearer to our divisions 6 and 7.

In response to a question from Chair Capone-Newton, Mr. Armijo responded that the figure 70% is projected for when Metro Connections will streamline operations.

Mr. Armijo indicated staff is continuing to look at alternate sites for holding our evening meetings. Our Council Meeting could be held at the Sheriff's office located near Division 7 if it is available for October or November.

Council Member Negriff asked who sets the standards (benchmark) for operations? Mr. Armijo indicated that John Catoe, DCEO, who averages them out over a period of time, sets standards, our benchmark is the national average of cost of achieving on-time performance.

Chair Capone-Newton inquired about how Metro compares to other organizations and what the rolling average is over 5 years? Mr. Armijo indicated that staff could get back to the council with this information.

4. Service Changes Proposed for December 2005 from Rogelio Gandara

Staff is proposing the following changes:

- Line 4-304 (Santa Monica Boulevard) – Shorten service from 2nd Street/Santa Monica to Santa Monica/Sepulveda due to service duplication with SM Line 1, when the Santa Monica Rapid Line 704 goes into service, anticipated for June 2006. Retain late night/owl service.
- Line 20/21 (Wilshire Blvd. – UCLA – Santa Monica) – Shorten service from Main St./Pico Blvd. to Wilshire/Westwood Blvds. due to duplication with SM Line 2. Retain late night/owl service. Discontinue service to UCLA due to service duplication with SM Super 12 and Culver City Line 6.
- Line 30 (Pico Boulevard) – Implement limited stop service between Pico/Arlington Blvds and 1st/Soto Sts.
- Line 33-333 (Venice Boulevard) – Modify turning movements between Pico/Ocean Blvds and 2nd St./Santa Monica Blvd.
- Line 68 (Washington Boulevard/Cesar Chavez Avenue) – Implement limited stop service between Washington Blvd./La Brea Ave. and Cesar Chavez/Rowan Aves. Withdraw recommendation to shorten service from Montebello Town Center to Cesar Chavez/Atlantic Aves.
- Line 220 (Robertson Boulevard) – Discontinue service due to low ridership. Mr. Gandara presented an analysis of an alternate proposal to Line 220, with the conclusion that staff did not recommend the proposal.
- Line 434 (LA-Santa Monica-Malibu-Trancas Express) – Remove service between Union Station and West L.A. Transit Center due to duplication of service with Line 33-333. Renumber to Line 534. Restructure segment in West LA Transit Center area to connect with Venice Boulevard Line 33/333. Withdraw recommendation to discontinue midday service between West L.A. Transit Center and 2nd St./Santa Monica Blvd.
- Line 717 (Fairfax Rapid) – Review to determine if extension of Hollywood/Pasadena (Rapid 780) should be implemented. Corporate planning staff will make recommendation to MTA Board in October.

Mr. Gandara indicated how staff was planning to re-deploy resources with the revenue hour savings generated from the above proposals.

- For Lines 10, 16, 20, 33 and 720: Provides hours unbudgeted extension to Maple Lot
- For Line 4: local trips extended from Cotner to Santa Monica and reroute the 704 to Patsouras Plaza
- For Line 14: Add a total of 7 trips all days of the week
- For Line 16: Add a total of 9 trips all days of the week
- For Line 20: Provide additional running time from La Brea to Western and Western to Vermont
- For Line 217 augment local service previously reduced by 88 hours with the implementation of Line 717.
- For Line 434: Provide additional running time from 2nd/Santa Monica to W. LA Transit Center
- For Line 720: Add a total of 63 trips to/from Santa Monica all days of the week

5. Public comment

Wayne Coombs – Shortening line 4/304 would produce too many transfers. Keep line 220 from West Los Angeles to Marina del Rey for people who need it on Robertson Blvd, cut the northern end of this bus route. Could save 15 minutes in on-time performance if people exited from the rear of the bus instead of the front. Put up signage in the buses.

Ken Rubin – Don't make any commitments on the 4-304 until the 704 is implemented. Keep route 220 possibly shortening the line according to Wayne's idea. Keep the 217 it seems to be working well. Line 434 changes during the day if we implement some of our changes, we will get less riders not more.

Nadia Sutton – Concurs with Mr. Rubin. Riders will face extra expense and travel time if a transfer is needed from one bus company to another. Rapid buses are being utilized at the expense of the local buses. No one will want to leave their cars at home if it is more difficult to ride a bus.

Manuel Criollo (BRU) – Reject line recommendations on 220. Goes against the Special Master's decree when we delete routes.

Lisa Adler (BRU) – Opposes the shortening of routes 20/21. Against any cuts along the Wilshire corridor including any changes to line 720. The local and rapid buses should compliment, not compete with each other.

Rafi Katzir – Do not cancel line 220 extend it to La Cienga and Hillgard and reroute service connections. Cancel line 11, which is a duplicate of line 10. Do not cancel Line 68 as this is the only bus to Montebello. Cancel 434 east of the Transit Center.

Council Members Comments on Changes:

Council Member Greg Fischer – The Sepulveda/Wilshire Blvd. stop should be removed, it would not negatively impact the surrounding community. There is a dangerous right turn at Sepulveda Blvd. The stops at the intersection of Wilshire/Westwood Blvd. need to be improved before the service changes can be implemented. Patrons transferring from Metro to Santa Monica Big Blue will impact traffic at this intersection.

Mr. Armijo – Stops are a challenge along this portion of Wilshire as there is a high level of bus service from multiple providers. This creates a problem with finding sufficient stop zone space.

Council Member Negriff – Is happy that the changes to Lines 4-304 are recommended for implementation with the start-up of the Santa Monica Boulevard Rapid Line 704 in June 2006 and pending resolution of capacity issues with Santa Monica Big Blue Bus. The takeover of a portion of Line 220 by Culver City is contingent upon funding this route by Metro. Big Blue is in no position to replace portions of the 20/21 service. Shortening the line 20/21 would create a financial impact on Santa Monica Transit. During the week the impact would be modest but on weekends when the ridership is higher, Santa Monica would need financial assistance from Metro.

In response to a question about the relation between these proposed changes and Metro Connections, David Armijo explained that Metro is looking at more opportunities where service can be streamlined, make routes more direct and eliminate duplication of routes with lines operated by other transit agencies and even within the Metro system. However, Metro Connections at this point is still evolving. Looking at the 10-year financial plan, Metro does not have the funds to grow service and also fund other agencies if there is service duplication.

Council Member Negriff – Metro staff is indicating how savings from the proposed changes would be redeployed for other service. Why didn't the Governance Council get this information on adding hours to lines previously?

Rogelio Gandara explained that in July, the supplemental information staff provided, contained information of where we were planning to reinvest the additional hours resulting from the proposed savings.

Council Member Burroughs– With oil demand and gas prices increasing, it seems the public demand for Metro services will be increased and cutting routes at this time should not be taken into consideration. We need real time demand of counting passengers on these proposed route changes.

David Armijo – We have real time count of passengers by using the ATMS. On the proposed lines we have the riding data. The HASTUS system shows the duplicate lines and is capable of fixing route lines, which is what we are proposing to do.

Chair Capone-Newton – When do we know if the changes are successful?

David – Six to eighteen months after a service change we see the actual effect of ridership. We can though, tell after two weeks how the change is affecting the riders.

Vice Chair Robinson requested that the proposed changes to the 4-304 Line be returned to the Council at a later time.

David Armijo – Metro does not have more revenue coming in, the lines are not funded in a way to allow new service. If we do not make the service changes we cannot add hours or runs to the lines proposed to be reinvested. If the Council feels there is a need for new or enhanced service, the Council should recommend it and vice a versa.

Vice Chair Robinson - Finish processing the coordination between Santa Monica Big Blue and Culver City Transit. We need more information about reinvestment on the 720 line. Just because there is duplication it does not mean we need to shorten local service and inconvenience clients. How many riders per day are there on the Robertson Blvd. to Marina del Rey line 220?

Rogelio Gandara– This route runs every hour with 800+ riders per day.

Vice Chair Robinson– Need to keep some kind of structure on the 220 from Robertson to the Marina. Supports the rest of the changes and reinvesting revenue hours to the 720.

Council Member Collard – Is the 434 going to the West LA Transit Center?

Rogelio Gandara - Yes

Council Member Semonco – Agrees with Council Member Robinson on the 4-304 and 20/21. Problem with transfers is they can be too costly. Likes the 220 proposal of Wayne Coombs to go by the hotels until there is an agreement between Big Blue Bus and Culver City to takeover the route.

Chair Capone-Newton – Would like a complete proposal of what is being taken away and what is being added. Attachment A estimated reinvested hours was very helpful.

The Governance Council voted to approve the staff recommended changes to Lines 30, 68, 434, 33-333 (6 approve, 1 oppose)

The Governance Council voted to defer any changes on Lines 4/304, 20/21 and 220 until the next service change. The Council indicated it would like more information regarding Santa Monica Big Blue Bus and Culver City Transit before making decisions.

Council Member Negriff – Requested the Council defer approving changes on lines 4-304 until discussions with Big Blue bus have been decided. Council Member Negriff also noted she understood that Metro has no additional funding available to assist Big Blue with picking up service from Metro.

6. Chairs Remarks

The Chair Capone-Newton will be out of town at the next Council meeting. Vice Chair Brad Robinson will preside.

Councilmember Negriff volunteered to attend the Metro Board meeting with the Chairs of the other Sectors at the Gateway Building on September 29.

Meeting adjourned at 8:35pm

Minutes taken by

Suzanne Handler
Executive Secretary
Westside/Central Service Sector