

Tuesday, January 3, 2006

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 6:38 p.m.

Council Members Present:

Peter Capone-Newton, Chair
Brad Robinson, Vice Chair
Greg Fischer
Carol Gross
Joyce Perkins
Glenn Rosten
Anny Semonco

Officers:

David J. Armijo, General Manager
Michele Jackson, Council Secretary



Metropolitan Transportation Authority

Metro

1. RECEIVED Public Comment:

Ken Ruben, Southern California Transit Advocates
Commented about incorrect head signs on buses.

Chair Capone-Newton welcomed everyone to the meeting and called former Council Member Presley Burroughs forward to thank him for his service and present him with a Metro portfolio/laptop case.

Mr. Burroughs thanked the knowledgeable and committed Sector Council and staff, and asked the new members to be the eyes and ears of their communities and wished them the best of luck.

Council Member Gross thanked Presley for all he brought to the Council. She noted that ideas come to fruition, but often on a much longer timeline than we would like. She said the Council would continue to pursue his ideas.

Council Member Perkins added that people like Presley don't go away, they just get recycled. She added that he would leave his impression on the transportation system in Los Angeles.

Chair Capone-Newton introduced and welcomed new Council Member Glenn Rosten, appointee of Zev Yaroslavsky.

Council Member Rosten said he was born and raised in Los Angeles. He currently works as a real estate investor and serves on a hearing board for the Public Works Department. He also works with local charities, particularly "Hands for Hope", and mentors UCLA business students.

Chair Capone-Newton also acknowledged Jerard Wright and Elda Martinez, two new members who will be officially appointed this month to the Council.

2. RECEIVED General Managers Report

David Armijo reported new workers' compensation numbers are very good – 25% ahead of target and 50% below the numbers in 2003.

Customer complaints per 100,000 boardings continue to decline. Currently at 2.21, which is ahead of target for 2006 and about 50% below FY03.

The number of bus accidents remains about the same, close to target.

In service, on-time performance is the area of most concern, and trending below last year. A task force has recently been formed to address this issue, headed by Yvonne Brewer Smith, former Manager of Division 7. Ms. Smith has created an action plan that she will go over with the Council next month.

Responding to a question from Council Member Robinson, David Armijo explained that on-time performance is measured from the first terminal point, not from the division. This is especially difficult with Metro Rapids, because drivers think they don't have a schedule. Having at least one time point on Rapid Lines might help.

The mean miles between road calls are lower than anticipated. Currently experiencing a lot of road calls that are not really valid, but the numbers still count against the sector.

Council Member Gross noted that the Westside Sector is tied with one other sector with the top number of green indicators on the performance scorecard.

Council Member Semonco asked the impact of traffic on on-time performance. David Armijo responded that the most critical change over the last decade has been that everything has slowed down. He added that he would like to narrow the focus of future service changes, as large changes also throw the system off.

Michael Davis, Finance Manager Westside Service Sector, reported on November financials.

Year-to-date the sector is under budget by \$5.2 million. Major underruns are salaries, fringe benefits, public liability/property damage and workers' compensation. Major overruns continue to be wages and fuel.

Council Member Robinson asked if there would be a budget adjustment next year if the sector continues to underrun its budget. Mr. Davis responded affirmatively, noting that the budget is based on an average of the last 3 years. However, if the current trend continues, there could be a \$4 million overrun in fuel cost by year-end.

Council Member Robinson asked where monies would come from to cover the overrun in fuel costs. Mr. Davis said there has been a significant increase in fare revenues, which might offset the overrun.

David Armijo added that ridership is up about 6.7%. Council Member Robinson asked to see the ridership and revenue numbers for the Westside Sector.

Regarding the FY07 budget, Mr. Davis reported the following timeline. December – budget assumptions, targets and revenue projections; January – planning process; and, February – actual budget preparation process.

Basic increase assumptions are: labor 2%, medical 8.5%, dental 7%, pension 4%, and all other costs 2% (inflation rate). Revenue service hours will also increase by 100,000.

Council Member Robinson complimented Michael Davis on his FY07 budget presentation. He expressed appreciation for being informed in a timely manner. Mr. Davis said he expects to make another presentation in March.

3. RECEIVED and FILED report on June 2006 Changes, Rogelio Gandara, Service Development Manager

Mr. Gandara reported that in September 2005 the Council approved changes to Routes 30/31, 33/333, 68, and 434. The Council deferred action on Routes 4/304, 20/21, and 220 pending additional information from staff, further coordination with municipal operators, and implementation of Route 704 (Santa Monica Rapid). Public hearings have already been held.

Council Member Robinson requested a report on what dialogue has taken place with other operators regarding Line 220.

Staff will come to the Council in March for final decisions. Most of the changes that will go out in June will be Consent Decree, i.e. putting back 35,000 hours of service on Line 720. Santa Monica Line 704 must still have local service, so changes to 304 are limited by the Consent Decree. Line 704 can take 1/3 of the local resources, but 2/3 must be expansion.

Council Member Robinson requested assurance that the Council will not see the proposed service changes and have to make a decision in the same month.

Council Member Perkins asked if there had been any change regarding the problem of funding for municipal operators taking over MTA service. There has not.

Council Member Gross wants to know how many people are affected by the proposed changes.

Council Member Robinson commended Roy Gandara for getting information to the Council in a timely manner.

RECEIVED Public Comment:

Wayne Coombs – Supports Line 704 even though he feels many people will lose service between Sepulveda and Santa Monica. Fears the 220 might be cancelled, which will inconvenience many people. Stated traffic is part of the problem with on-time performance, but there are drivers who just don't want to do their jobs. Some leave late on purpose because they know they are going to have a light load.

Andre Colaiace of Culver City Transit – Culver City Transit is interested in taking over a portion of Line 220. Requested funding for one bus for two years. Lack of that funding does not preclude them from taking over the service.

4. RECEIVED update on Metro Connections, Roderick Goldman, Deputy Executive Officer of Operations

Mr. Goldman reported that the Metro Connections project is now entering the service planning phase. Under development is a master plan for restructuring the Metro bus

system. This master plan will guide future service changes and capital planning efforts with the goals of increasing ridership and improving service efficiency. It is a collaborative process among the Service Sectors, Municipal Operators and other stakeholders. The process will make transit more attractive by improving the span and frequency of service in major corridors, simplifying and coordinating fares, routings and public information to make the service more user friendly.

Preliminary proposals have been developed for Tier 1 routes, express service and the new Downtown service concept. Sectors are developing proposals for local service; a consultant has been hired to facilitate development of a composite plan; and the project communication plan is being developed.

Next Steps

January – February 2006

- Consultant kick-off meeting with the Sectors on development of the composite plan.
- Sectors develop initial proposals for local service plans
- Meet with LA DOT on Downtown service.

March – April 2006

- Workshops with the Sectors to develop composite network plan

April – May 2006

- Stakeholder review of draft network plan

May 2006 – September 2007

- Metro Board adopts Network Master Plan
- Work on Resource Master Plan begins
- Develop a Metro Connections Pilot Program for implementation in December 2006

October 2007 – January 2008

- Finalize resource plan – schedules, equipment needs, etc.

5. Chair's Remarks

Chair Capone-Newton suggested that it might be helpful to have a hands-on workshop to get some input from the Council.

Council Member Robinson thanked Mr. Goldman for coming and stated that this was the best and most thorough Metro Connections presentation the Council has seen to date.

Council Members commented that they would like to have an update every month from Mr. Goldman or a member of his staff. Council Member Gross noted that if there are months when the work is all internal number crunching with nothing new to show the Council, perhaps a written update could be sent to the Council.

Council Member Robinson reiterated his request to have a report each month from now through May, as well as a workshop or study session with the consultant.

Council Member Robinson commented that he would like to somehow address the disconnect between the Council Members' terms of service and the timing of the annual election of officers.

Adjourned at 8:23 p.m.

A handwritten signature in cursive script that reads "Michele Jackson".

Michele Jackson, Council Secretary