

Friday, February 10, 2006, 9:30 a.m.

MINUTES

Los Angeles County
Metropolitan Transportation Authority

SOUTH BAY SERVICE SECTOR COUNCIL REGULAR MEETING

Carson Community Center
801 E. Carson Street, Room 209
Carson, CA 90745

Call to Order: 9:41 a.m.

Council Members Present:

John McTaggart, Vice Chair
John Addleman
Margaret Hudson
Lou Mitchell
Curren Price
Devon Deming

Officers:

Dana M. Coffey, General Manager
Jenny Dennis, Council Secretary



Metropolitan Transportation Authority

Metro

1. **Safety 1st Contact** by Metro South Bay Volunteer, Myrine White. Ms. White reminded everyone when boarding buses to be careful and watch for that first step.
2. **PRESENTATION** of Safety Certificates to South Bay area students by Dana M. Coffey, General Manager, Metro South Bay – Postponed until March.
3. **APPROVED** Minutes of January 13, 2006 Council Meeting with the following change. Item 10 last paragraph; last line should be Compton Blvd. instead of Carson Blvd.
4. **APPROVED** the Metro South Bay FY07 Draft Budget.

Council Member Addleman indicated his appreciation for including Council input on the Fiscal Year 2007 budget. He reported that there will be a six million dollar increase in the Metro South Bay FY 2007 budget, from \$116 million to \$122 million. Fifty-two percent of that increase is for fuel, and 44% is for labor. Of the total \$122 million budget, 77% is a labor subtotal and 11% is fuel. The number of revenue service hours for the sector is 1,457,810 but the cost per revenue hour is not available yet. Council Member Addleman asked the annual ridership statistics for the South Bay Sector. The Service Performance Analysis Department estimated a 4% increase in passenger boardings in 2006. Also, a new division near the Regional Rebuild Center will reduce deadheading costs.

United Transportation Union (UTU) salary increases and manpower reductions for position conversions and labor will be 4%; Amalgamated Transit Union (ATU) is 1.4%. Labor in the American Federation of State, County, and Municipal Employees (AFSCME) will go up 23.4% or a net increase of \$563,300 for new supervisors. Due to increased Metro Rapid service on a total of five lines, the South Bay Service Sector is proposing to convert 20 vacant part time UTU positions to ten Transportation Operations Supervisor - Vehicle Operations full time positions to monitor on-street service. These numbers may change because they were just submitted for

approval. Budget assumptions are extended out over a ten-year cycle.

Council Member McTaggart asked if MTA was planning to cut service as a result of the budget.

General Manager Coffey stated that service will not be cut. Under the Special Master's, order the Sector has been directed to add service.

5. Chair's Remarks - None
6. General Manager's Comments – Dana Coffey introduced Rod Goldman, Deputy Executive Officer of Metro Service Development, who gave an update on Metro Connections.

Mr. Goldman explained that this is an ongoing project that is now in the service-planning phase. The agency is looking at a series of service overlays for example Express, Rapid, shuttles and downtown circulation. The upcoming milestones are the Service Design Phase and the Network Master Plan coming in May 2006. November 2006 is the target date for the completion of the Capital and Facilities Plan. The implementation of the Pilot Program is currently in progress and is due to be complete in December 2006. The goal is to increase Rapid and Express services to move people faster. Another goal is to improve connectivity to develop a system that is more synchronized with other transit agencies. The initial proposals are being reviewed with Sector Staff and the Sectors are developing their own proposals for local service.

Council Member C. Price asked if other transit providers were going through a similar process.

Mr. Goldman explained that San Diego is going through the same process and Chicago went through these changes 4 or 5 years ago.

Council Member Mitchell asked if the changes were only going to occur in downtown and how the stakeholders will review the plan.

Mr. Goldman said that the agency is looking at the whole system. Particularly at downtown because it is changing and it is so congested. He also stated that stakeholders will review the plan for route network design through Governance Council, workshops and public meetings.

Council Member Deming emphasized that coordination and connectivity are important for good customer service. She indicated that some transfer times are not realistic and asked for more accuracy.

Council Member Hudson inquired about transit center amenities, for example coffee kiosks and restrooms. Mr. Goldman replied that improved amenities would be considered, and mentioned that historically, Metro has experienced some maintenance issues with public restrooms at transit centers.

Council Member Mc Taggart asked if the consultants have been hired, if they are local, and if they will be attending local and public meetings.

Mr. Goldman replied that the consultant, Transportation Management and Design Corporation (TMD) has been hired; and they are located near San Diego. TMD is on the forefront of Metro Rapid Systems. The consultants will be attending local meetings but they will not be putting the plan together. They are helping to develop the plan.

Council Member McTaggart turned to the audience for questions. J. K. Drummond asked why the Spring Street contraflow bus lane would be closed.

Mr. Goldman replied that development on Spring Street has made the contraflow operation more difficult over time. For example, it is difficult for retailers to receive deliveries.

Dorthea Jaster said that she hopes the focus groups with the public will include local small businesses and major corporations that are affected by the changes. She suggested that the focus groups be held early in the process before anything is finalized. Also, later bus service would be useful, gaining new riders who work late and also reducing unemployment.

Mr. Goldman agreed that determining where to run service later and more frequently is also a factor. Feedback regarding where there is a need for additional service will be considered.

Fran Zamnik said that the Carson Circuit and Gardena Municipal Bus Lines should connect with the Artesia Transit Center. She asked if there was any feedback regarding the Line 446/447 transfers at the Artesia Transit Center, and indicated they were not too inconvenient for her.

Lionel Jones stated that better connections are needed. There is no integration between Express Buses and Local Buses. The Harbor Transitway is dying a slow death. One of the highest priorities should be better connections from local buses to the Transitway at Manchester and Slauson Avenue Stations.

June Saleman commented on notifications to passengers, and suggested that car cards inside the buses should include service change information – Long Beach Transit is a good example.

General Manager Coffey stated that next week all the sectors will be meeting with the consultants, TMD, to discuss these types of issues. The Harbor Transitway is one of the number one focuses especially at the Artesia Transit Center where service could improve and there could be better connections. The role of the consultant agency will be to help identify those types of solutions. Coordination will be required from the consultants and our

customers as stakeholders, for this process to work properly. Ms. Coffey stated that she is planning to hold workshops for the customers who want to come to the meetings to get involved.

Ms. Coffey asked if anyone pays attention to the information on the Transit TV Systems (TTV) that are mounted on the buses.

The majority of the audience agreed they did not pay attention to the information on the TTV System, adding that the information was boring and not informative.

Ms. Coffey spoke to the Community Relations Department and suggested that airing service changes and the times and locations of the Governance Council Meetings on the TTV System would be beneficial to the customers.

Lionel Jones stated that when he rode the buses with Transit TV, the sound had been shut off and the content airing was usually old.

Council Member Hudson reported that the Carson Market Place has been initially approved. Part of the approval includes service improvements to the north/south shuttles and the Carson Circuit, which should connect with the Artesia Transit Center.

7. Public Comments

Dorthea Jaster stated that there are misspelled words on the head signs particularly on the Harbor Transitway. Also, the Trip Planner does not recognize many streets within Los Angeles County for example Harbor Transitway. She also indicated that access to and from the Rosecrans Transitway Station could be improved if an elevator served westbound Rosecrans.

Evaristo P. Ramos asked if there is a proposed line similar to the 577X to run from the City of Carson to the Long Beach Medical Center.

General Manager Coffey stated that there are no discussions of a new line from Carson to Long Beach Medical Center as of yet. Ms. Coffey asked staff to forward Mr. Ramos' suggestions to the Gateway Cities Service Sector.

Lionel Jones stated that service on the 446/447 line has not improved since the service changes were implemented. If Line 446 is running late 5 or 6 minutes then Lines 444/445 will not wait. Another concern is at night at the Artesia Transit Center. Also too many buses deadhead from Division 10 to start at Artesia Transit Center. There are three trips that could be converted to start directly from downtown live. Another weekday problem is the 11:59 trip on Line 444. The relief driver is late everyday 5 to 10 minutes.

J. K. Drummond commended General Manager Coffey for riding buses and noticing the out of order transitway elevators. He suggested that when the Green Line elevators are out of service, at least one of the two platform escalators be going up. In addition, more South Bay time points are needed on the combined Harbor Transitway schedule. For example, the schedule for Line 550 reads incorrectly. Monday through Friday some trips shortline at Carson St. but the timetable reads to San Pedro and these buses do not run that far. He suggested a separate weekend/holiday timetable if space is an issue.

James Thompson stated that Los Angeles had the best transportation system in the world when the electric streetcars were in operation. He believes we could get people out of their cars with a system that uses freeway medians, and that carpool lanes are a waste of money.

Fran Zamnik had concerns about bus drivers passing her up while at bus stops; but it is not only MTA buses that pass her up. She stated that she would bring back detailed information about a specific incident including the driver's name and badge number.

Council Member Deming asked about zone charges on Line 577X, and indicated that EZ Pass Holders were not being charged. She also stated that during layovers there have been some bus drivers who leave the buses running for almost 30 minutes which poses an environmental issue. Some drivers get out of the bus to use the restroom or the vending machines, which not only poses an environmental issue but also a safety issue. She added that there has been an increase of drivers using cell phones, and maybe the drivers need a reminder.

The new Union Station to LAX Fly-Away Bus is scheduled to open on March 15, 2006; Council Member Deming requested that a representative from LAX come to the next Council meeting to make a presentation. Also, the Board of Airport Commissioners has voted to make the new service free to all transit riders until the end of March, with proof of payment such as a Metro pass or ticket.

General Manager Coffey stated in closing that there is a window of opportunity to discuss service changes through the upcoming workshops. Metro South Bay is leading the way for the rest of the agency. Changing and restructuring our system is very complex, also coordinating with other municipal operators for example, Torrance, Gardena, Culver City, LADOT, Carson Circuit, and Lawndale Beat. Together we can make this an effective, efficient system.

ADJOURNMENT – 11:24 a.m.

Jenny Dennis, Council Secretary

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The public may also address the Council on non-agenda items within the subject matter jurisdiction of the MTA Service Sector during the public comment period, which will be held at the end of each meeting. Each person will be allowed to speak for one minute and may speak no more than once during the Public Comment period. Public Comment will last a maximum of 30 minutes, or as otherwise indicated by the Chair. Speakers will be called according to the order in which the speaker request forms are received until the Public Comment period has expired. Elected officials, not their staff or deputies, may be called out of order and prior to the Council's consideration of the relevant item.

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In the interest of hearing from as many members of the public as possible, if at the time your name is called, your issue has been addressed or your opinion expressed by a previous speaker, please simply state that fact and your name for the record.

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A breach of the peace, boisterous conduct or violent disturbance, tending to interrupt the due and orderly course of said meeting.

Disobedience of any lawful order of the Chair, which shall include an order to be seated or to refrain from addressing the Council; and

Any other unlawful interference with the due and orderly course of said meeting.

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