

Thursday, June 2, 2005

3:00-5:00 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 3:05 p.m.

Council Members present:

Carol Gross, Chair
Peter Capone-Newton, Vice Chair
Carlos Collard
Greg Fischer
Stephanie Negriff
Joyce Perkins
Anny Semonco

Officers:

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



Metropolitan Transportation Authority

Metro

1. APPROVED May 5, 2005 Minutes
2. RECEIVED General Managers Report

April was not a good month with regard to safety. Workers' Compensation was above the target at \$1,393 vs. \$867. Both incidents and accidents were up.

Bus operations were better. Miles between mechanical failures and cleanliness numbers were up and complaints were down. Boardings and on-time performance were both up. On-time performance, though improved, was still below target but trending in the right direction.

Council Member Capone-Newton asked the definition of on-time performance. David Armijo said it means no more than one minute early or four minutes late.

With regard to the "How You Doin'?" program, Transportation at Divisions 10, 7 and 6 did not do well; however, the Maintenance at the Divisions is improving.

Mr. Armijo presented the following preliminary thoughts being considered for December service changes:

Line	Line Name	Description of Service Change
4-304	Santa Monica Blvd	<ul style="list-style-type: none"> ▪ Replace limited stop service with new Metro Rapid Line. ▪ Shorten service from Santa Monica to West Los Angeles.
20-21	Wilshire Blvd.-UCLA	<ul style="list-style-type: none"> ▪ Shorten service from Santa Monica to Westwood. ▪ Remove service between Wilshire Boulevard and UCLA.
30	Pico Blvd.-E. 1 st St. – Floral Dr.	<ul style="list-style-type: none"> ▪ Implement limited stop service.
33-333	Venice Blvd.	<ul style="list-style-type: none"> ▪ Modify turning movements on Colorado Ave. to Santa Monica Blvd.
68	W. Washington Blvd.-Chavez Ave.	<ul style="list-style-type: none"> ▪ Implement limited stop service. ▪ Shorten service from Montebello to Monterey Park.
220	Robertson Blvd.-Culver Blvd.-LAX	<ul style="list-style-type: none"> ▪ Cancel route due to low productivity.
434	LA-Santa Monica-Malibu-Trancas Express	<ul style="list-style-type: none"> ▪ Remove service between Union Station and West L.A. Transit Center due to duplication of service. ▪ Restructure service in West L.A. Transit Center area.
704	Santa Monica Rapid	<ul style="list-style-type: none"> ▪ Implement Metro Rapid service on Santa Monica Blvd.
720	Wilshire-Whittier Metro Rapid	<ul style="list-style-type: none"> ▪ Restructure service to establish two Metro Rapid services connected by the Red Line.

Chair Gross asked if the suggested changes relate to the Consent Decree. David Armijo responded that the Order is looking very specifically at the Metro Rapid Program.

Council Member Perkins inquired what other line would serve the Line 220 corridor. Roy Gandara indicated that Culver City has a portion of the line on the southern end. Chair Gross noted that Culver City has long talked about taking over this route if the formula could be worked out. There is also a possibility that the Culver City Line 5 could be moved to cover the same territory. People could then transfer from that line to the number 6 Line going to LAX.

Santa Monica also has a bus on Robertson. If the Culver City Line 5 connected to that line, it would duplicate most of the Line 220 route. Santa Monica Line 12 also serves Hamilton High School.

Chair Gross added that Culver City would probably add a line that would only run before and after school.

Dave Armijo reported ongoing discussions with the Municipal Operators about funding. Should a conclusive proposal result, it would come before the Council.

Council Member Negriff said that the discussions are an attempt to address regional funding issues when lines are transferred. Chair Gross explained that when a line is transferred, it has to be operated for two years prior to receiving funding.

Council Member Negriff inquired about establishing productivity standards that would show whether a line is carrying 50 people per hour or 10 people per hour to get a sense of how well the line is performing. She asked if that could be addressed in the work plan.

Mr. Armijo responded that type of information is still not readily available on a monthly basis by line. It is generally provided on an annualized basis.

Council Member Capone-Newton asked if staff could determine whether there is a net overall benefit from the changes being made under the Consent Decree.

Dave Armijo responded that the last order received asked us to take a look at what we just did (e.g. cutting Line 107) and report back on how people are being affected. At this point we don't know. We are moving forward on Metro Connections and other previously planned changes. When Roger Snoble and others make a determination, we will have to comply. There is a very small window between service changes. We only have the next 90 days to make changes, so we have to keep moving.

Chair Gross commented that the questions that the Council has been asking, such as how many people are affected by any given change, should address the net benefit question. To the extent that type of information can be provided, it should be helpful to the Council and in terms of the Consent Decree.

3. RECEIVED report on Community Relations by Jody Litvak, Community Relations Manager

- Wilshire Bus Lane

Staff is continuing to work on efforts to expand the current one-mile segment in West Los Angeles. Talks are going well on extending the lane east from Federal Avenue to Bonsall, at the VA Hospital. A plan has been developed and requires some roadwork. This would only extend the lane for traffic traveling eastbound which is more problematic than westbound traffic. Extending the lane further east through the VA property is more complicated as you approach the freeway on and off-ramps. However, other improvements, that will benefit all traffic including transit buses, have been identified for the area. Currently, eastbound cars crossing Sepulveda to get onto the 405 northbound back up affecting both the right-hand turn lane and the next through lane. Caltrans is agreeable to moving the freeway ramp meters forward which would allow more cars onto the on ramp and off the street. Also, cars traveling east on Wilshire, wishing to turn north onto Sepulveda often back up into the left hand through lane. The improvements proposed would expand the left-turn pocket allowing more cars to get out of the way of through traffic.

LADOT was asked to report back to the City Council on the performance of the current bus lane segment. That report is now due.

The City of Santa Monica is moving forward on installing signal priority on Wilshire, the last portion of Wilshire Boulevard without this feature. Council Member Negriff said it is also on Lincoln and Santa Monica Boulevard.

Council Member Perkins said that the bus lane between Federal and Centinela is now permanent and being extended going eastward to Bonsall. Ms. Litvak said that is what is being proposed. She added that extending the lane to Bonsall is probably 12-24 months away because of the construction work required.

Council Member Negriff noted that a good deal of progress has been made in terms of implementing these priority treatments for transit. She suggested that by continuing to look at high congestion areas and focusing bus lanes and/or signal prioritization in those areas, much could be accomplished with little disruption.

Responding to a question from Council Member Capone-Newton, Ms. Litvak responded that using the median on Wilshire was not considered because it is not feasible from an engineering standpoint.

Council Member Fischer suggested talking to the Federal Government about acquiring an additional lane on each side of Wilshire so that the bus lane could be extended by shortening the freeway on ramps. Buses, and those entering the freeway, could share the additional lane.

Special Events Ordinance

Bus service in the Westside/Central Sector is more severely impacted by street closures due to special events because of the high volume of bus service as well as the high number of such events, particularly in the downtown area and Hollywood. Staff from the Bus Operations Control Center (BOC) has approached sector staff about assistance on this matter. The City of Los Angeles is currently developing a new ordinance on special events and staff is working to develop an MTA position on the proposal. The current process and the proposed ordinance do not evaluate the impacts to transit customers in considering whether or not to approve street closures. These closures and detours can be especially difficult for elderly and disabled patrons. Council Member Fischer would like to see a clearinghouse for all special events.

- Division 6

Demolition of existing structures has begun on the Jefferson property to allow for the start of construction later in the summer. Council Member Perkins inquired about ongoing community comments regarding approval of the facility. Chair Gross expressed the opinion that there are two vocal individuals, one from Blair Hills and another who lives near La Brea, but not a ground swell of concern.

4. RECEIVED report on LACMTA Annual Budget, Michael Davis, Administrative and Financial Manager

FY05 budget is \$130 million, which includes additional Board-approved funding of \$3.2 million to cover increased fuel, overtime and workers' compensation costs. There is a \$400,000 overrun of the year to date budget (through April). Anticipated year-end budget overrun is approximately \$900,000.

Still short 76 full-time bus operators agency wide. With the addition of the June 26 shake-up and summer vacations, overtime will probably increase even more. Current operator assignment ratio is 1.16; it has been as low as 1.13. Overtime cost agency wide is over \$3 million.

FY06 Operational Assumptions

- 1,722,040 revenue service hours
- 1.18 operator assignment ratio
- On-street supervision consolidated at the Sector Office
- 70% in service, on-time performance
- 3.75 complaints per 100,000 boardings
- 7,800 mean miles between chargeable failures
- 3.40 vehicle accidents per 100,000 hub miles
- 20 new workers' compensation indemnity claims per 100,000 hours of exposure

Received public comment:

Tom Stanley, Transit Coalition, requested that meetings be held after work hours and that rapid and local bus stops be consolidated. He also inquired what has been done to market Line 220 and expressed support for the bus lane on Wilshire.

5. RECEIVED Westside Sector Governance Council Annual Work Program for FY 06, David Armijo, General Manager

The draft work program included service planning, performance measures and community relations. Chair Gross commented relative to community relations for the Division 6 Transportation Division that the key will be letting people know what to expect and when and providing a contact person.

Council Member Negriff asked which performance measure allows for tracking success in increasing ridership and/or revenues.

Council Member Capone-Newton said he would like to see more people attend the Council meetings.

Chair Gross expressed interest in accident prevention in the maintenance areas and on the road, as well as prevention of bus breakdowns.

Council Member Semonco suggested seeking more feedback from the bus operators. She expressed the opinion that they don't seem to feel that anyone is listening to them.

6. ELECTED Council Member Peter Capone-Newton and Brad Robinson as new Chair and Vice Chair, respectively, for the Governance Council from July 1, 2005 through June 30, 2006.

Council Member Negriff thanked Carol Gross and Peter Capone-Newton for their service as last year's Council officers. She said they demonstrated great leadership and helped the group get off to a very successful start.

7. Chair's Remarks

Chair Gross commented that the Annual Meet and Confer Meeting with Roger Snoble was interesting, especially the discussion of the roles and responsibilities of the Councils, e.g. evaluating the General Manager, which has not been done. She added that she would like to get that done sooner, rather than later, so that their input gets to John Catoe in a timely manner.

- Discussion of Sector Councils' presentation to Metro Board of Directors on June 23, 2005

Chair Gross stated that each Chair will have a few minutes to comment followed by a more global report to be presented by one Chair. She asked what the Council Members would like to communicate to the Metro Board.

Council Member Fischer commented that thousands of parking spaces will be lost in the downtown area due to new housing forcing more middle-class people to take the bus. In his opinion, the agency should be developing a "commuter express" mindset rather than the current system. It needs to be clean, reliable and faster than taking a private car.

Council Member Negriff suggested making recommendations as to how the role of the Council Members might be modified; and to communicate to the Board what has been heard from the public.

Council Member Collard expressed the need to address the disconnect between the Governance Council Bylaws and the way the Councils have evolved. He would also like to see some sort of survey that asks what the public thinks about the job the sectors are doing and how they can improve. He questioned whether the public understands the role of the Council, and suggested that they could be better marketed.

Jody Litvak noted that there was a lot of publicity when the Councils were being formed. She added that news releases go out when members are appointed and notices appear in neighborhood papers about the meetings. She noted that those articles do speak to the purpose and location of the meetings.

Council Member Perkins suggested holding meetings in other areas, to see if it would impact attendance.

8. Public Comment – None

Adjourned at 5:20 p.m.

Michele Jackson, Council Secretary