

Tuesday, February 7, 2006

6:30-8:30 PM

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# MINUTES

Westside/Central Service Sector  
Governance Council

Regular Meeting

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

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Called to Order at 6:35 p.m.

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Council Members present:

Peter Capone-Newton, Chair  
Greg Fischer  
Carol Gross  
Joyce Perkins  
Glenn Rosten  
Anny Semonco  
Jerard Wright

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Officers:

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



Metropolitan Transportation Authority

**Metro**

1. Public Comment for items not on the agenda – None
2. APPROVED Minutes from January 3, 2006
3. RECEIVED General Managers Report

General Manager David Armijo reported on key performance indicators. Customer complaints continued to trend well below the target. Reportable accidents came in at 4.42, which is above the target of 3.5. That number has improved significantly this month. On-time performance is at 61% for December and 62% year to date. Workers' compensation continues to trend well, helping to keep the Sector under budget.

Council Member Capone Newton asked if there was an explanation for the improvement in the complaint numbers. Mr. Armijo replied that it was due to the diligence and hard work of the operators and scheduling staff working to improve the schedules, as well as the service added as a result of the Consent Decree.

Mr. Armijo presented Finance Manager, Michael Davis to report on the budget.

Mr. Davis reported year-to-date expenditures of \$69.5 million versus the year-to-date budget of \$75.6 million. This is due in large part to a \$5.4 million underrun in the public liability/property damage line item. There were also smaller underruns in contract wages, non-contract salaries, allocated fringe benefits and workers' compensation. These positive variances more than offset the overruns in fuel and materiel & supplies. Mr. Davis noted that as PL/PD and Workers' Compensation budgets are based on historical trends over 3 years, the Sector can expect to receive less money for next year's budget.

Regarding the FY07 budget, Mr. Davis reported there is still some uncertainty about revenue service hours. Staff has worked on some key performance indicators and some assumptions, e.g., a 2% increase for salaries and a \$15 million overrun for fuel. The projected deficit for the agency is \$125 million.

Mr. Armijo added that he expects to have a good budget template for the Council's review and by the next meeting on March 7. He also noted that the upcoming (March 27, 2006) Meet and Confer would be a good opportunity for the Council's to communicate with Roger Snoble and John Catoe regarding the budget process.

4. DEFERRED changes to Line 220 for June 2006, Rogelio Gandara, Service Development Manager

Mr. Gandara reported that staff originally suggested discontinuing service on Line 220 last September. The Council requested more information and asked staff to work with the Municipal Operators.

During the most recent public hearing process, Culver City proposed assuming a portion of Line 220 service from Venice and Culver to Fisherman's Village on weekdays and Saturdays from approximately 6 a.m. to 6 p.m.

Staff is now recommending operating Line 220 from West Hollywood to Venice and Culver on weekdays and Saturdays. Culver City has agreed to assume the portion of service from Venice and Culver to Fisherman's Village.

LADOT did not approve a layover zone at Venice and Culver. Culver City will layover at Fisherman's Village; Metro would lay over at Division 7. The exact location where Metro and Culver City service will interface is yet to be determined.

Service from Fisherman's Village to LAX City Bus Center will be discontinued as well as all Sunday service. Approximately 127 passengers on weekdays and 116 on Saturday will be impacted by the discontinuation of service from Fisherman's Village to LAX City Bus Center. On Sunday 384 passengers will be impacted by the discontinuation of service. Approximately 175 passengers on weekdays and 117 on Saturday will need to transfer between Metro and Culver City Service.

#### RECEIVED Public Comment

Steve Cunningham, Transportation Director for the City of Culver City  
Culver City is able to operate the weekday/ Saturday service from Culver and Venice to Fisherman's Village with minor modifications, but will not be able to offer Sunday service. Frequency will be enhanced from 60 to 40 minutes, base fare will be 75 cents, and fare for seniors/disabled will be 35 cents. Transfers would be timed at Venice and Culver. With regard to the elimination of Sunday service, Mr. Cunningham noted the parallel service on Washington Blvd.

Council Member Capone Newton asked the timeframe for starting the line. Mr. Cunningham responded that Culver City would have to hold a public hearing, but could probably meet the June 25 timeline or require only one additional week.

Jo McCart – Suggested that Line 220 stop at the Coast Guard Station or that a commuter van be used to save gas. Spoke against canceling Sunday service, as that is when most people go to Fisherman's Village.

Ken Ruben, Southern California Transit Advocates – Commended Metro for working with Culver City to keep Line 220. Westwood layover location is not adequate to support the additional 720 bus. Favors status quo for Line 220 and feels it should be marketed.

Lionel Jones – Best proposal is not to change the service; but discontinuing Sunday service is o.k. Would be better to reroute it. The 38 Line, Jefferson into Santa Monica, and the 350 Line offer duplicate service. Line 714 should not run all day. Line 717 service adjusted to meet the span of frequency parameters. This plan is a failure except during rush hour.

Dennis Lytton, Chair of Hollywood Hills West Neighborhood Council Traffic Committee said the change to Line 220 seems to make sense.

Council Member Perkins asked about the discontinuation of Line 220. Staff responded that the service is being maintained with the portion between Culver City and Fisherman's Village being picked up by Culver City.

David Armijo commented that service frequency will be improved on the portion of the line maintained by Metro in order to meet the service frequencies offered by Culver City.

Responding to a question from Council Member Rosten regarding the use of minibuses, Mr. Armijo said Metro's criterion is based on 40 ft. buses. There can be some financial savings with smaller buses, but they are insignificant because the maintenance and labor costs are the same. There are only 30 small vehicles in the Metro fleet, and none in the Westside Sector.

Steve Cunningham explained that Culver City is proposing a jog in the route up to Maxella to meet a Lincoln Blvd. Rapid bus stop at that location.

Council Member Gross added that Culver City is looking ahead to a Rapid on Sepulveda in FY08, which will go straight to the airport.

Council Member Wright asked the impact of extending Line 220 to Fisherman's Village or extending the Culver City Line all the way to West Hollywood.

Steve Cunningham said that was considered but found to be cost prohibitive.

David Armijo said the cost of the line in FY06 dollars is \$1.5 million. Elimination of the line produces that much cost savings. Cost benefit to cutting back on the line and increasing the frequency will save about 6,000 revenue hours or \$600,000. Those resources will be put elsewhere in the system.

5. RECEIVED and FILED report on Consent Decree changes scheduled for June 2006, Rogelio Gandara, Service Development Manager

Roy Gandara reported that the November 30, 2005 Order from the Special Master conditionally accepted Metro's service plan. Only one proposal related to the levels of Metro Rapid bus service had to be modified.

Line 704 (Santa Monica Boulevard Rapid) – would replace current 304 trips and is proposed for exemption from the span of service and frequency parameters.

Line 714 (Beverly Boulevard Rapid) – Service will be expanded to meet the span and frequency service parameters.

Line 720 (Wilshire Rapid) - Eliminate short-turns at Wilshire and Westwood Blvds., and 6<sup>th</sup> and Main Sts.

Line 4/304 (Santa Monica Boulevard Local/Limited) – Alternate Line 4 trips will be extended to Santa Monica. Line 704 will replace route 304 trips. The proposed exemption on Line 704 also applies to service frequencies on the related local service.

Council Member Wright asked why staff proposals for Lines 20/21 and extension of Line 720 trips to the beach were withdrawn.

Staff responded that this was the second time the proposal had been advanced and even when Metro had proposed increasing service by \$1 million there was not sufficient support.

David Armijo commented regarding the exemption on Line 704. The issues are whether the Metro Rapid on Santa Monica will be done by June. This change might have to be postponed, as signal synchronization is not complete; and there are still budget uncertainties.

Council Member Capone Newton asked how much additional service would be provided. Dave Armijo responded that 100,000 hours are projected at a cost of \$120 million. He added that the capacity does not exist to keep all the required buses at divisions within the Sector.

6. RECEIVED report on Vehicle Operations On-Time Performance, Yvonne Brewer-Smith, Assistant Manager Vehicle Operations

Ms. Brewer-Smith defined Vehicle Operations as an independent team of Transit Operation Supervisors (TOS) whose primary focus is to supervise, coordinate, and monitor the daily operations of bus service to assure that it is safe, efficient and timely.

On an average day in the Westside Sector, 7 supervisors monitor 318 square miles of service with 517 buses. They also perform weekly time load checks to determine service reliability, manage on street service, investigate accidents involving Metro vehicles and direct operators during emergencies, equipment breakdown and service delays.

Council member Capone Newton asked if ATMS is being used effectively. Ms. Brewer-Smith said that the supervisors need more training.

Responding to a question about the optimal number of TOS, Ms. Brewer-Smith indicated she would like to have 10 additional supervisors.

RECEIVED Public Comment

Alex Miller commented that on time performance is a good service quality metric, which should be published on maps, schedules and electronic displays. He asked where the public should send information.

7. DISCUSSED meeting times and locations

Staff will continue to scout possible meeting locations and poll Council Members for available meeting times.

8. DISCUSSED options for possible changes to align terms of Council Members and Officers

Reviewed Service Sector Bylaws which state that officers shall be elected from among members of the Council annually, or at its June meeting. Council Chairman Capone-Newton agreed to speak with other Governance Council Chairs to see how they deal with this.

9. Chair's Remarks

Chair Capone-Newton suggested an offsite meeting and tour of the Bus Operations Control Center in conjunction with a workshop on Metro Connections.

Jody Litvak suggested combining an orientation for new Council Members with a tour of the Bus Operations Control Center.

Council Member Gross reiterated her desire to tour a Bus Division.

Adjourned at 8:33 p.m.



Michele Jackson, Council Secretary